RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP ____ AND MP____ S.P. TRAIN ORDER NO.____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT___M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN ____. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. ____ BETWEEN MP ____ AND MP ____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

FOREMAN MUST ACKNOWLEDGE ENGINEER'S RESPONSE AS FOLLOWS:
S.P. TRAIN NO. ____ OK ON ORDER NO. ________

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41″	87.8	1′11″	50.7
42″	85.7	1′12″	50
43″	83.7	1′13″	49.3
44″	81.8	1′14″	48.6
45″	80	1′15″	48
46″	78.3	1′16″	47.4
47″	76.6	1′17″	46.8
48″	75	1′18″	46.2
49″	73.5	1′19″	45.6
50″	72	1′20″	45
51″	70.6	1′25″	42.4
52″	69.2	1′30″	40
53″	76.9	1′35″	37.9
54″	66.7	1′40″	36
55″	65.5	1′45″	34.3
56″	64.3	1′50″	32.7
57″	63.2	1′55″	31.3
58″	62.1	2′00″	30
59″	61	2′15″	26.7
1′00″	60	2′30″	24
1′01″	59	2′45″	21.8
1′02″	58.1	3′00″	20
1′03″	57.1	3′30″	17.1
1′04″	56.2	4′00″	15
1′05″	55.4	5′00″	12
1′06″	54.5	6′00″	10
1′07″	53.7	7′00″	8.6
1′08″	52.9	7′30″	8
1′09″	52.2	8′00″	7.5
1′10″	51.4	10′00″	6

SOUTHERN PACIFIC COMPANY

SACRAMENTO DIVISION SPECIAL INSTRUCTIONS

No. 12

EFFECTIVE SUNDAY, OCTOBER 31, 1965
AT 12:01 A.M.,
PACIFIC STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

M. A. McINTYRE,
General Manager.

R. D. SPENCE,
S. B. BURTON,
Assistant General Managers.

J. P. GRIFFIN,
General Superintendent of Transportation.

J. J. WILLIS
Superintendent of Transportation.

R. R. ROBINSON
Superintendent.

SOUTHERN PACIFIC MEMORIAL HOSPITAL, INC.

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Sacramento	Dr. A. F. Wallace	Division Surgeon
Sacramento	Dr. B. A. Daley	District Physician and Surgeon
Sacramento	Dr. Carl Haller	District Physician and Surgeon
Sacramento	Dr. Nobert J. Fahey	District Physician and Surgeon
Sacramento	Dr. Marion M. McArthur	District Physician and Surgeon
Sacramento	Dr. G. A. Prisinzano	District Physician and Surgeon
Sacramento	Dr. John Kassis	Aurist
Sacramento	Dr. D. S. Depp	Oculist
North Highlands	Dr. Ross Gordon	District Physician and Surgeon
Roseville	Dr. L. E. Jones	District Physician and Surgeon
Roseville	Dr. J. F. McAnally	Asst. Dist. Physician and Surgeon
Loomis	Dr. Nicholas E. Bailey	District Physician and Surgeon
Auburn	Dr. H. L. Dixon	District Physician and Surgeon
Auburn	Dr. Robt. L. Hook	District Physician and Surgeon
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon
Grass Valley	Dr. Vernon W. Padgett	Emergency Surgeon
Dutch Flat	Dr. W. B. Hardie	District Physician and Surgeon
Truckee	Dr. B. R. King	District Physician and Surgeon
Truckee	Dr. Gardiner Pier	Asst. Dist. Physician and Surgeon
Reno	Dr. Elwood Reno	Division Surgeon
Reno	Dr. Richard G. Sheretz	District Physician and Surgeon
Reno	Dr. George F. Magee	Oculist
Reno	Dr. J. C. Elia	Aurist
Sparks	Dr. A. J. Roche	District Physician and Surgeon
Lincoln	Dr. N. A. Dubin	District Physician and Surgeon
Marsyville	Dr. P. B. Hoffman	District Physician and Surgeon
Marysville	Dr. Ivan L. Reeve	Asst. Dist. Physician and Surgeon
Biggs	Dr. A. R. Sears	Emergency Surgeon
Chico	Dr. Carlton D. Huitt	District Physician and Surgeon
Los Molinos	Dr. C. W. Winning	District Physician and Surgeon
Davis	Dr. Leo A. Cronan	Emergency Surgeon
Davis	Dr. C. L. McKinney	Emergency Surgeon
Davis	Dr. T. Y. Cooper	Emergency Surgeon
Woodland	Dr. O. C. Railsback	District Physician and Surgeon
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon
Willows	Dr. Fred M. Lawson	District Physician and Surgeon
Orland	Dr. T. S. Poulsen	District Physician and Surgeon
Corning	Dr. Gerald W. Ingle	District Physician and Surgeon
Colusa	Dr. David F. Palmer	District Physician and Surgeon
Oroville	Dr. J. E. Patrick	Emergency Surgeon
Paradise	Dr. K. W. Rheingans	Emergency Surgeon
Paradise	Dr. Carson A. Mitchell	Emergency Surgeon
Folsom	Dr. Harold Bowns	District Physician and Surgeon
Placerville	Dr. C. V. Soracco	District Physician and Surgeon
Yuba City	Dr. B. F. Miller	District Physician and Surgeon
Walnut Grove	Dr. Paul Barnes	Emergency Surgeon
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon
Knights Landing	Dr. William S. Freeman	District Physician and Surgeon
Ogden	Dr. K. A. Stratford	Division Physician and Surgeon
Ogden	Dr. R. N. Hirst	District Physician and Surgeon
Ogden	Dr. D. C. Barker	District Physician and Surgeon
Ogden	Dr. Chelton S. Feeny	District Physician and Surgeon
Ogden	Dr. Harold DeMars	Aurist
Ogden	Dr. Ralph Pugmire	Oculist
Ogden	Dr. C. V. Zabriskie	Urologist
Montello	Nurse in attendance	
Elko	Dr. H. S. Collett	District Physician and Surgeon
Elko	Dr. E. H. Bastian	District Physician and Surgeon
Elko	Dr. Thomas Hood	Asst. Dist. Physician and Surgeon
Elko	Dr. L. A. Moren	Asst. Dist. Physician and Surgeon
Elko	Dr. J. M. Read	Asst. Dist. Physician and Surgeon
Winnemucca	Dr. Kurt L. Hartoch	District Physician and Surgeon
Winnemucca	Dr. D. E. Lighthouse	Optometrist
Lovelock	Dr. J. M. Presti	District Physician and Surgeon
Fallon	Dr. A. J. Dingacci	Associate Dist. Physician and Surgeon
Thorne	Dr. John R. Weisser	Emergency Surgeon
Yerrington	Dr. Stanley Tebbe	Emergency Surgeon
Mt. Shasta	Dr. J. P. Geyman	District Physician and Surgeon
Mt. Shasta	Dr. R. E. Macfarlane	District Physician and Surgeon
Dunsmuir	Dr. H. B. Chappell	District Physician and Surgeon
Dunsmuir	Dr. J. W. Reynolds	Asst. Dist. Physician and Surgeon
Red Bluff	Dr. C. W. Winning	District Physician and Surgeon
Redding	Dr. J. L. Price	District Physician and Surgeon
Redding	Dr. H. R. McVickers	Asst. Dist. Physician and Surgeon
Redding	Dr. Melvin Gummis	Oculist and Aurist
Gerber	Dr. C. W. Winning	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

General Hospital	San Francisco
Emergency Hospital	Sacramento
Emergency Hospital	Roseville
Emergency Hospital	Gerber
Emergency Hospital	Sparks
Division Hospital—Dee Hospital	Ogden
Emergency Hospital	Ogden

WATCH INSPECTORS

San Francisco	K. I. Dunlap, Mgr. Time Service, 65 Market St.
Sacramento	Grebitus & Son, 1108-J St.
Roseville	Verne Martin, 245 Vernon St.
Sparks	W. R. Adams & Son
Placerville	Wm. J. Randolph
Willows	Robt. E. Boyd, 138 W. Sycamore
Orland	Leonard Schnell, 405 Walker St.
Oroville	P. K. Schmidt, 2016 Bird St.
Marysville	Youngs Jewelers, 317-D St.
Chico	Dupens Jewelers, 240 Broadway
Red Bluff	Jones Jewelry, 748 Main St.
Redding	Dowbrowsky's Jewelry, 1412 Market St.
Dunsmuir	L. L. Huddle, Jeweler, 837 Florence Ave.
Winnemucca	Bosch & Son Jewelers, 342 Bridge St.
Elko	Blohm Jewelers, 477 Idaho St.
Ogden	West Jewelers, 2429 Washington Blvd.
Salt Lake City	H. B. Miller Co.

RULE A. Employes must know they have in their copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, page revisions listed on Page 1 revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

Employes are prohibited from riding or walking on the roof of any moving car.

(Exception: Employes may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.)

RULE 1. Form prescribed for recording variations of standard clock with time signal has been discontinued.

RULE 7-B. Yardmen must use green flag by day and green light by night or oral instructions in giving proceed signals for movement of trains at Sacramento, Roseville, Sparks and Gerber, except that at Roseville proceed signal for movement to or from East Valley Subdivision yellow flag by day and yellow light by night must be used.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to the right of track in direction of approach, signals may be displayed to the left of track in direction of approach. Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H and 15. On all branch lines, except: Between Hamilton and Wyo on Colusa Branch, and between Brighton and Folsom Junction on the Placerville Branch, and, for westward trains on Stirling City Branch, yellow signals will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile beyond the torpedo and the yellow signal.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 15. Each torpedo placed will be duplicated on opposite rail during snow storms, or when snow on rails.

RULE 19. Last sentence of Item (5) is cancelled.

RULE 21. Eastward SP trains operating via WPRR from Weso to Alazon may change and display train indicators at Winnemucca as authorized by WPRR, and will display such indicators from Winnemucca to Wells, where train indicators must be changed as directed by Chief Train Dispatcher.

Train indicators may be changed at Winnemucca or Wells without stopping.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on grade, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be blocked or chained in such manner as to derail car should there be an uncontrolled movement.

RULE 103-A. Automatic crossing gates:

Crossings protected by gates, with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or movements from yard tracks over crossings, must know that gates are down and crossings clear of vehicular traffic before entering crossings.

RULE 104-D. Running switches over dual-controlled switches will not be permitted.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points in addition to one engine and caboose.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 220-A Rule 220-A is revised as follows:

Train orders relating to track conditions and Form Y train orders, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received.

Other train orders received by a train may be made applicable to an additional trip by issuance of an order reading "RESPECT ORDER NO. . . . .", or adding these words to the order creating the train for the additional trip.

FORMS OF TRAIN ORDERS. Form G, last paragraph is revised as follows:

When an order, Form G, is fulfilled or annulled, other forms of orders held by the extra so created, except Forms K, V, Y, and train orders relating to track conditions, are also made void.

RULES 281 and 285. Movements against the current of traffic, or to non-signaled track, governed by semaphore type dwarf signals displaying "proceed," Fig. E, Rule 281; or by light type signals displaying "Proceed not Exceeding Medium Speed," Figs. D or G, Rule 285, must be made with caution.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits train dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked, after which lock box door must be closed and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied" instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

MECHANICAL SWITCH LOCKS

Lock box door must not be opened unless block indicators indicate block clear in both directions.

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minuts indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher must be notified immediately and movement made only after flag protection is provided.

INTERLOCKING

RULE 663(b). Interlocking Elvas, Antelope, Norden, Winnemucca, Wells.

Signal operator (or dispatcher where applicable) may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making a facing point or trailing point movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

RULE 705. HOT BOX DETECTORS

Numerals displayed by indicator inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in direction of movement. Numbers displayed on top row or bottom row indicate numbers of axle between hot bearing and rear of train. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected.

When H indicator indicates a hot journal on train and there is no count shown on hot bearing detector and red light below readout marked "Locator out of Service" is illuminated, all journals on train must be inspected.

After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When hot box detectors actuated, following information is to be reported at next terminal in telegraph message form addressed jointly to Chief Dispatcher and Master Mechanic, Roseville, Superintendent, Assistant Superintendent, and Divisional Engineer, Sacramento, Assistant Superintendent, Assistant Divisional Engineer, Assistant Master Mechanic, and Signal Supervisor, Ogden, and in addition, eastward trains will include Roundhouse forces, Carlin, and westward trains will include Roundhouse Foreman Sparks, identifying by Symbol H. B.

1. Date and time actuated, and M.P. location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement, north or south side).
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)
6. Report all cases where train passes over the detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

CENTRALIZED TRAFFIC CONTROL

RULE 763. Light engines which originate and terminate within CTC limits need not display indicators, white lights or flags as provided for in Rules 21-A, 21-B and 21-C.

RULE 765. Hand-operated switches within A-PB or CTC limits must not be operated without permission from train dispatcher and where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum authorized speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains.

RULE 769. Certain main track hand operated switches to station tracks and spur tracks are equipped with electric switch locks and train dispatcher's permission must be obtained before door on high type electric switch lock is opened or switch padlock removed from keeper of low type electric switch lock. Instructions for operation of dual control switches and electric switch locks are posted in telephone box or inside of electric lock boxes.

RULE 776. Trains authorized by train dispatcher, to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

RULE 781. White light which may appear on side of signal housings adjacent to switch is maintainers call light, but when train has been stopped by an absolute signal and white light is observed burning, members of crew will communicate with train dispatcher even though another train may be approaching.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officer desire any additional information they should be courteously referred to Claim Department representative.

RULE 825. At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 849. When temperature drops below freezing point (32 degrees) train-heat valve on rear car must be opened frequently and train-heat line blown out to avoid condensation in train-heat line.

RULE 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

RULE 2-B. Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units or any combination of both which totals 24 axles of dynamic braking except, dynamic brake on DF-1 to DF-13 classes is limited to five units.

Trailing EMD units are capable of dynamic braking when connected to the lead unit with a field loop jumper.

DF class Alco unit is capable of dynamic braking when its dynamic brake cut-out switch is closed; when the switch is open, the dynamic brake will not operate on the unit.

Field loop jumpers are only required in Alco units to permit the dynamic brake to operate on trailing EMD unit.

When two or more engines are coupled running light, engineers in charge of trailing engines must not use dynamic brake.

RULE 2-C. Enginemen must assure themselves that safety control valve (deadman control) is fully cut in when handling cars with train brakes cut in.

RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 pounds, except:
Eastward Roseville to Crystal Lake............80 pounds
Westward Sparks to Boca.........................80 pounds

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rod connected to brake cylinder release valve may be identified by stencil reading "Br. Cyl. Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 14. When dynamic brakes are used on both road and helper engines while moving on descending grades, additional tonnage on the same ratio per unit as specified for road engine may be handled without retaining valves.

RULE 23. The following series of cars are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SP 345000–345669	Gondolas
SP 463500–463999	Hoppers (open top)
SP 467500–467549	Hoppers (open top)
SP 491000–491059	Hoppers (covered)
SP 492000–492039	Hoppers (covered)
SP 500604	Flat Car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 33. When tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH.

Weight of units not using their dynamic brake in road engines must be added to weight of cars and summation thereof divided by the number of cars having operative brakes to determine the tons per operative brake in train.

RULE 60. Changes in dynamic braking force must be made gradually when practicable. On descending grades, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

MISCELLANEOUS

5. Helper service:

(a) When helper engine is placed behind caboose, not more than two operating units or 4000 operative horse power will be used.

(b) Helper engine consist not to exceed 8000 horsepower may be entrained immediately ahead of caboose.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

6. Trailer flat cars 80 ft. or longer, when loaded must not be operated via westward track between Eder and Norden, except REX 3401 through 3410 when loaded not to exceed 12′ 8″ ATR 8′ 0″ wide may be handled via westward track Eder to Norden. Multi-level cars, loaded or empty, must not be operated via westward track Eder to Norden.

Special flats Flexi-Van (Container) N.Y.C. 9800 to 9899 and NYC 9902 to 9926, inc. when loaded not to exceed 12′ 8″ ATR wide may be handled via westward track Eder to Norden.

Auto parts cars SP 654000 to 654073; SP 654200 to 654549; SSW 63000 to 63199; DRG 63800 to 63830; CB&Q 9800 to 9849; CB&Q 10000 to 10011; GTW 619000 to 619025 must not be operated via No. 1 track Eder to Norden.

Trailer flat cars, tri-level automobile carrying cars and 30,000-gallon "Super Tanker," tank cars, all 80 and 85 feet long, "Jumbo" tank cars HYDX 701 to 706, inclusive, loaded or empty, without authority of Chief Train Dispatcher must not be operated on any branch, on west leg of wye at Chico, or on industry, yard tracks, or interchange tracks within Sacramento yard limits. These cars can be operated on 12th St. yard tracks, new yard, 6th St. yard, levee tracks, freight leads, back leads and Depot No. 1, in Sacramento.

Public Utilities Commission of California Decision No. 66278 effective Nov. 5, 1963, provides blanket authorization for movement of high-cube box cars over the following routes in the State of California:

A. Between Yuma, Ariz. and Taylor Yard, California, via Colton, City of Industry, and Alhambra Avenue.

B. Between Downey Ave. Interchange Yard and South Gate via Taylor and East Bank of Los Angeles River.

C. Between City of Industry and South Gate via Studebaker.

D. Between Downey Ave. Interchange and Raymer via Burbank.

E. Between Burbank Jct. and Mojave via Saugus.

F. Between Mojave and Bakersfield.

G. Between Bakersfield and Melrose via Goshen Junction, Fresno, Los Banos

High-cube box cars that move via the above routes, under this blanket authorization as well as high-cube box cars handled over other parts of our line within the State of California under special authorizations obtained from the Calif. Public Utilities Commission may be handled only under the following conditions:

1. If train length permits, such cars shall be trained at least five cars distant from caboose.

2. The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that members of the train crew are forbidden to ride on top of any such cars.

3. Any yard crew required to handle freight cars herein authorized to be operated shall be notified by its supervising officials of the presence of such cars in said yard.

4. Instructions be issued to all road and yard crews forbidding them to ride on the tops of the cars herein authorized to be operated.

Advance notice must be furnished by Superintendents to connecting divisions advising them of movements of such cars in order that the above requirements may be complied with.

Public Service Commission of Nevada Case No. 1159, dated April 15, 1964, provides blanket authorization for movement of high-cube box cars seventeen feet above top of rail over all SP tracks and WP tracks over which SP operates in the State of Nevada, under the same conditions authorized by the PUC of California, as shown above.

High-cube box cars SP 615201 to 615263, inclusive, and SP 658000 to 658005, inclusive, must not be operated via westward track Eder to Norden.

24. Rotary snow plows will not clear certain structures, tunnels and cuts with wings extended; be governed by instructions posted in rotary cab.

Rotary snow plows must come to stop when train or engine is passing on adjoining track.

Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

27. Should a passenger train be stopped in a tunnel air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocking chain, and power plants and steam generators, if any, on engine shut down.

DF and DP class engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DF-1 to 12 with 60/17 gear ratio trucks	79	*30#
DF-1 to 15 with 61/16 gear ratio trucks	75	*30#
DF-1 to 14 with 62/15 gear ratio trucks	70	*30#
DF-100, 115, 119, 123, 126, 127	65	**65##
DF-101, 103 to 107, 109 to 112, except	*35	**35##
On Placerville Branch, MP 114.00-122.00	25	25
On Walnut Grove Branch,		
MP 89.60-100.60	25	25
MP 113.75-122.06	25	25
On Knights Landing Br., MP 85.56-117.33	25	25
On Colusa Branch, MP 108.81-170.50	25	25
On Oroville Branch	25	25
On Yuba City Branch	25	25
DF-114, 117 with 62/15 gear ratio trucks	65	**65
DF-114, 117 with 62/12 gear ratio trucks	55	**55
DF-116, 118, 120, 121, 122, 124, 125	70	**70
DF-500, 501, 502	70	**70
DF-600, 601, 604, 605, 607 to 616	70	**70
DF-602, 603, 606 with 60/17 gear ratio trucks	79	**79
DF-602, 603, 606 with 61/16 gear ratio trucks	75	**75
DF-604, 605, 607 to 616	70	**70
DF-617 to 624, 700, 701, 802	75	**75
DF-800	70	*30
DF-801	70	**70
DF-802	75	75##
DP-4, 13	79	*30
DS-1, 4, 5	45	45
DS-6 to 12	60	60

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DS-100 to 108, 110 to 115, 117 to 122	60	**60
DS-109	65	65
DS-200 to 205	35	35
DS-300 to 302	35#	**35#
DS-303	65	**65
DS-400 to 402	65	**65
DS-500 to 506	55	**55
DS-600 to 606	65	**65
DS-607	60	**60
RDC	79	*30
Any Steam or Diesel Engine Not Listed	35	25

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

**When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

#Subject to the following restrictions on branches:

Walnut Grove Branch, MP 113.75-114.50	
DF-4, 10 or 11	30 MPH
Yuba City Branch, MP 148.80-159.01	
DF-4, 10, 11	30 MPH
DF-12	25 MPH
Stirling City Branch, MP 186.72-188.75	
DF-2, 3, 5, 8	15 MPH
DF-4, 9, 10, 11	10 MPH
DS-118	15 MPH
MP 188.85-MP 189.80	
DF-4, 9, 10, 11	10 MPH
Colusa Branch, MP 108.81-170.12	
DF-1, 6, 7	30 MPH
DF-2, 3, 5, 8, 9	25 MPH
DF-4, 10, 11	20 MPH
DS-101, 109, 113, 117, 119, 120-122	30 MPH
Knights Landing Branch, MP 85.56-95.30	
DF-4, 10, 11	30 MPH
Knights Landing Branch, MP 111.30-117.32	
DF-4, 10, 11	20 MPH

D&RGW & UP diesel units, when used, will be permitted maximum freight train speeds but will not exceed maximum speed stenciled in cab of each unit.

##Units 801-A & 802-A maximum speed 65 MPH

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
WPRR D-176 (801 to 805)##	79	*30
WPRR D-225 (901 to 912)	65	**55
WPRR D-239 (913 to 924)	65	**50
WPRR S-50 (501 to 503)	45	**45
WPRR S-50 (504 to 511)	35	**35
WPRR S-57 (551 to 564)	35	**35
WPRR S-57 (559 to 564 in mul.)	30	**30
WPRR S-60 (581 to 585)	65	**60
WPRR S-62 (601 to 606)	30	**30
WPRR RS-62 (701 to 713, 725 to 732)	65	**60
WPRR D-62 (801-D)	65	**50
WPRR D-64 (2001 to 2010)	65	**60
WPRR RS-65 (3001 to 3010)	70	**60

SNRY engines will not exceed speed restrictions for engines shown in SNRY timetable and maximum speed is subject to further restrictions applicable to certain territories as shown in speed restrictions for trains.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Maximum speed of trains handling dead diesel engines must not exceed the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 100,000 pounds or more must be placed first behind engine handling the train. If weight is less than 100,000 pounds dead diesel engines must be placed near rear of train.

Dead or disabled engines, which require movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine is to be moved and location in train in which it is to be placed. Any such engine must not be handled in train until train order designating maximum speed is issued.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads		25
Scale test cars, except:	40	30
SPMW 2024	65	49
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 & 5479 (locomotive crane pile-drivers)	45*	35*
Relief outfits with steam derrick	45*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch except Placerville, Folsom, Walnut Grove and Yuba City Branches.)		
Locomotive cranes:		
With boom disconnected, heavy end forward, except:	45*	25*
743, 4020, 4049	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15
Steam	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment with caboose.	65	..
Passenger trains, with caboose	65	..
Engine and caboose only, except	..	65
must not exceed speed for same engine running forward light.		
Engine and flanger only, except	..	45
On curves	..	35
Logs loaded on flat or logging cars, except	..	35
On curves	..	25
Through truss bridges, tunnels and passing stations	..	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3 ¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3 ¼ inches long such cars may be operated at maximum authorized speeds.

RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 270.25	65-55	MP 244.49	65-60
MP 285.18	50		
MP 320.37	20		

Eastward speed sign at MP 272.06 is 0.63 mile instead of three-fourths mile from point of restriction.

RULE 82-A. Dunsmuir Yard: Westward trains originating will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Dunsmuir and delivered by tube to Yard Office, Dunsmuir Yard. Clearance and train orders for No. 377 or sections thereof will be delivered in red container and clearance and train orders for extra trains will be delivered in yellow container.

Redding: Extra trains originating at Redding and operating on the Matheson Branch will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Redding and are authorized to operate as Extra trains on the Matheson Branch without obtaining a clearance.

RULE 83. Will not apply to eastward trains originating at Gerber.

Extra trains originating Redding enroute Matheson Branch, in addition to information required by the train register must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed, date of arrival at Redding must also be entered in column captioned "Signals". An Extra train enroute Matheson Branch must not leave Redding until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Redding accordingly.

RULE 83-A. At the following stations, only the trains indicated will register:

Woodland—Trains originating or terminating.
Orland—Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Davis—All trains to or from West Valley Subdivision.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
74.20	Davis (Dixon line)	77.37
	" (Tehama line)	77.39
83.66	Woodland	85.82
	" (Knights Landing Branch)	End of Branch
147.96	Willows	150.84
164.48	Orland	167.72
177.62	" (Colusa Branch)	
211.82	Gerber	
120.00	Grimes	122.00
169.00	Hamilton	171.00
	Redding (Matheson Branch)	259.23

Yard limit signs located to left of track:
Eastward approaching Gerber.

Gerber: Trains entering or leaving yard tracks must receive proceed signal from yardman, unless orally authorized.

Dunsmuir Yard: Trains entering or leaving yard tracks must receive proceed signal from yardman except when movement is governed by diverging route signal.

Westward train leaving yard track or from No. 2 Main Track will sound whistle signal — o — when opposite microphone on pole just west of Little Castle Creek Bridge, MP 320, for train dispatcher to line derail and switch to main track at west end, Dunsmuir Yard.

RULE 95. Gerber: When conductor and/or engineer is changed at Gerber, such trains must obtain a clearance OKed by Chief Train Dispatcher which will authorize display of markers, train indicators, and signals, if any.

RULE 97. Extra trains must not operate via Colusa Branch unless authorized by train order.

RULE D-97-A. Applies from CTC limit at east end Gerber to CTC limit at west end Tehama.

RULE 98. Drawbridges not interlocked:

Drawbridge 94.14, Knights Landing Branch: Over Sacramento River—Stop within 200 feet of drawbridge.

RULE 99-A. Dunsmuir: Flag protection to rear of train is not required when standing or delayed on No. 1 or No. 2 Main Tracks between eastward absolute signal at west end Dunsmuir Yard and westward absolute signal at east end Dunsmuir except when rear of eastward train on No. 1 Main Track is between Signal 3222 and absolute signal at the east end Dunsmuir.

RULE 99-C. Will apply on Colusa Branch, Knights Landing Branch and between Tehama and Davis.

RULE 103-A. Trains and engines must stop and be preceded by flagman before crossing highway at:

Woodland . . . Main St. crossing on house track.

Trains moving under provisions of Rules 771 and 776 must not enter crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating at:

Station	Location	MP
Girvan	County Road 57-A West Switch	253.3

RULE 104. The normal position of rigid switches at junctions:

Woodland . . . Knights Landing Branch, for movement from siding to Knights Landing Branch,
Harrington . . Colusa Branch, for siding,
Wyo . . . . . . Colusa Branch, for siding.
Redding . . . . Matheson Branch, for Silverthorn line.

RULE 105. Davis: North siding is first track west of main track on Gerber line extending from MP 75.79 to MP 76.52.

Wyo: Siding is second track of the two tracks paralleling main track.

Redding: Siding is first track on south side of main track extending from MP 258.68 to MP 256.58. This is not a controlled siding and all movements must be made with caution not exceeding 15 MPH.

RULE D-251. Applies between MP 211.88 Tehama, and MP 214.9 Gerber, on eastward and westward main tracks.

RULE 291. Dunsmuir Yard: Units for display of flashing yellow installed on absolute signals at east end and west end Dunsmuir Yard govern switching movements only and authorize movements to pass absolute signal on which flashing yellow is mounted without stopping.

Unit for display of flashing yellow installed on mast of westward absolute signals at west end Tracks Nos. 1 and 2, MP 319.61.

RULE 298. Block Indicators Gerber.

Block indicators installed opposite switch stands at both switches of main track crossover, and opposite east switch of yard track crossover, west of Gerber station.

RULE 306. The following block signals, equipped with triangular plate displaying the letter "P", have included in their control limits some special protective device.

Eastward	Protection	Westward
P-1182	High water detector, bridge 118.88	P-1197
P-1368	High water detector, bridge 137.10	P-1381
P-1748	High water detector, bridge 176.21	P-1769
	Spring switch east end double track Gerber	P-2149
P-A	Spring switch west end siding Redding	
P-2388	High water detector, Bridge 239.88	P-2403
P-2720 P-2742	Dragging equipment detectors, Pit River Bridge	P-2721 P-2743
P-2720	Fire detector, Pit River Bridge	P-2743
P-2720	Slide detector fences, MP 273.70 and 274.10	P-2743
P-A	Fire detector, bridge 278.50	P-2793
P-2882	Fire detector, bridge 288.50, and Slide detector fence, MP 296.00	P-A
P-3024	Slide detector fence, MP 302.70	P-A
P-3050	Slide detector fence, MP 305.60	P-3061

When signal P-2149 displays stop indication and switch point indicator displays green aspect westward trains may proceed under applicable provisions of Rules 507, 509, or 510 without inspecting or throwing spring switch by hand.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Gerber: Westward signal P-2149 at east switch of double track Gerber is a two-unit signal.

Top unit governs movement on main track.

Bottom unit governs movement to yard track.

RULE 516. Overlap posts:

Westward Trains: Wyo—at fouling point east switch of siding.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
*Gerber Yard	East end double track	Westward main track
Redding	West end siding	Main track

*Equipped with switch point indicator.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
S	P-A	Redding, west switch	Enter siding

GENERAL REGULATIONS

RULE 760. Eastward "SA" signal at west switch of west crossover Tehama on West Valley route governs movement through crossover to eastward main track; eastward "SA" signal west of Tehama crossovers on East Valley route governs movements to eastward main track.

Westward two-unit "SA" signal at west end double track Tehama on westward main track:

Top unit governs movement to West Valley route.

Bottom unit governs movement to East Valley route.

Westward dwarf "SA" signal at west end double track Tehama on eastward main track governs movements to either West or East Valley route.

Centralized Traffic Control extends from eastward absolute signal at east end double track, Gerber, to east switch Dunsmuir.

Redding: Dwarf type indicator for display of flashing white light located on siding, west side of South Street, and when displayed will authorize train to proceed on siding to absolute signal at east end siding. Restrictions that may be imposed by other signals or Rule 513, must be complied with.

Indicator for display of illuminated "Wait" located on mast of main track signal 2582 at east switch No. 1 track. When illuminated, requires eastward trains to wait west of South Street.

When held by these indicators, member of train crew must contact Dispatcher by phone and be governed by his instructions.

Dwarf type indicators, to indicate dragging equipment, are located at the west and east end of Pit River bridge. These indicators apply to trains in both directions. These indicators display lunar for proceed, and red for stop indication.

Trains finding these indicators indicating stop, must stop and make inspection of train for dragging equipment and must obtain train dispatcher's permission before proceeding.

Three-unit absolute signal at the east end of siding at Lakehead governing westward trains is equipped with a "call-on" signal.

Top Unit	Governs movement on main track,
Middle Unit	Governs movement to siding,
Bottom Unit	Governs movement to house track,
Call-on Signal (Flashing Yellow)	Proceed to couple to train on main track or siding.

Helper engine that is to move and couple to a train on main track or siding after receiving proper absolute signal indication, must stop on short track circuit, just east of 3-unit absolute signal, and wait for "call-on" signal to operate. When call-on signal displays a flashing yellow, it confers authority to pass the 3-unit absolute signal indicating "stop", and move to the train occupying the main track or siding after such train has stopped and hand signal is received from member of train crew.

Telephone for communicating with train dispatcher located at:

Signal 2596, 2597, 2721, 2828, 2829, 2837, 2838, 2868, 2869, 2882, 2883.

On main tracks Nos. 1 and 2 between MP 319.61, Dunsmuir Yard, and MP 322.57, Dunsmuir, train movements may be made in either direction on either track being governed by absolute and automatic signals. Rule 509, applicable to single track, will apply on both tracks.

Dunsmuir Yard: Three-unit westward absolute signal No. 1 Track, MP 321.35, governs movements as follows:

Top Unit	No. 1 Track
Middle Unit	No. 2 Track
Bottom Unit	Drill Track

Absolute signal on Drill Track at west end crossover between Drill Track and No. 2 Track governs movements through crossover to No. 2 Main Track or No. 1 Main Track only and will remain dark until crossover switch is reversed.

Crossover switch from No. 2 Main Track to Drill Track, switch from No. 2 Main Track to Drill Track, and switch from No. 2 Main Track to the yard, MP 320, are hand throw switches in charge of yardmen.

When flashing red light mounted on pole at MP 320 is illuminated, all switching moves must clear No. 2 Main Track.

RULE 825. Instructions for setting hand brakes:

Dunsmuir and Dunsmuir Yard:

Passenger trains	Two brakes on east end, Three brakes on west end.
Freight trains or cuts of 25 cars or less	Ten brakes on west end.
Freight trains or cuts of 26 to 50 cars	Ten brakes on west end, Five brakes on east end.
Freight trains or cuts of over 50 cars	Ten brakes on west end, Ten brakes on east end.

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

When it is necessary to double over incoming freight trains at Dunsmuir Yard, trainmen will secure that portion of train not doubled over, and yardmen will secure that portion of train doubled over, with the required number of hand brakes.

Dunsmuir Yard: Hand brakes will not be set on freight trains if outgoing crew takes charge of train on arrival and if inbound crew is advised by yardmaster that engine is not to be detached.

Dunsmuir: Hand brakes will not be set on passenger trains standing at the station unless engine is detached provided conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Portable rail skids are hung on posts at lower end of sidings at Central Valley, Gray Rocks, Lakehead, Delta, Lamoine, Gibson, Sims, Conant and Castle Crag, and spur at Glade.

When necessary to leave cars on these tracks, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these tracks must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. At Gerber, forward brakeman of passenger trains will take a position on station side where rear of train will stop and make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

RULE 872. Enginemen taking charge of engines at Gerber will consider engines as having been amply supplied with fuel, sand and water.

AIR BRAKE RULES

RULE 17. Retaining valves will be used on freight and mixed trains on descending grades as follows:

With no dynamic brake in operation on trains handling over 1000 tons between Dunsmuir Yard and Delta, one retaining valve for each 150 tons with minimum of 8 retaining valves turned up.

With no dynamic brake in operation between Middle Creek and Matheson, one retaining valve for each 60 tons in train.

When dynamic brake is in operation between Middle Creek and Matheson, and tonnage of train exceeds 700 tons per 4-axle unit or 1600 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train; except when dynamic brake is in operation with the pressure maintaining system of braking being used and tonnage of train exceeds 900 tons per 4-axle unit or 1825 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hoses on outgoing freight trains at Gerber and Dunsmuir Yard until they have been notified by the yardmaster or his representative that the switching has been completed. After trainmen have been so notified, yardmen must not perform switching on, or couple other cars or engines to the train without instructions from the yardmaster or his representative, who must notify trainmen before the intended move is made.

RULE 24-B. Gerber, Dunsmuir Yard and Dunsmuir: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

RULE 33. Maximum tonnage per operative brake between Middle Creek and Matheson is 80 tons.

PASSENGER TRAINS

RULE 38. Trainmen must not couple or uncouple air hoses or steam conduits on passenger trains at Gerber and Dunsmuir until they have been notified by the yardmaster or his representative that switching has been completed. After trainmen have been so notified, yardmen must not perform switching on, or couple other cars or engines to the train without instructions from the yardmaster or his representative who must notify trainmen before the intended move is made.

MISCELLANEOUS

5. Not more than three units will be placed behind 80- or 85-foot trailer-flat cars between Delta and Dunsmuir.

6. Eighty-five foot tri-level flat cars, loaded or empty, must not be handled over Matheson Branch.

Eighty-five foot or longer TOFC, bi-level or tri-level cars, loaded or empty, must not be handled on House Track, Anderson.

10. Engines listed are not permitted to operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines and cars	Crane spur off Koppers Company spur at MP 246.4 (west of Anderson).
All engines and cars	Gray Rocks—Beyond restriction sign on Calaveras Cement Co. Track No. 2.
All engines	Middle Creek. Over structure 260.87, Keswick Dam Spur.

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11. Load limit (car and contents):

Davis-Dunsmuir	263,000 pounds
Woodland-Josephine	240,000 pounds
Harrington-Wyo via Colusa	240,000 pounds
Redding-Matheson, except:	251,000 pounds
gondola cars series SP 345,000 to SP 345,699	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Williams	25 (Water)
Willows	20 (Water)
Orland	3 (Water)
Corning	9 (Water)
Woodland (Knights Landing Branch)	10 (Water)
Red Bluff	30 (Water)
Cottonwood	30 (Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location		Description
89.26	Yolo	Cache Creek bridge	Overhead
167.72	West of Hamilton	Stony Creek bridge	Side
94.14	Knights Landing	Knights Landing bridge	Side
300.00	Lamoine	Bridge on siding	Side
301.80	Lamoine	Bridge No. 6	Overhead and side
302.20	Lamoine	Bridge No. 7	Overhead and side
305.30	Gibson	Bridge No. 8	Overhead and side
305.40	Gibson	Tunnel No. 13	Overhead and side
306.70	Fisher	Bridge No. 9	Overhead and side
310.60	Sims	Bridge No. 13	Overhead and side

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 7 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, DAVIS TO GERBER:		
75.60 to 76.00	40	40
76.00 to 81.80	79	60
81.80 to 82.20	65	60
82.20 to 84.40	79	60
★★84.40 to 85.50 (Woodland)	40	40
85.50 to 86.02	65	60
86.02 to 149.50	79	60
149.50 to 150.00 (Willows)	40	40
150.00 to 165.50	79	60
165.50 to 165.70 (Orland)	60	60
165.70 to 178.00	79	60
178.00 to 178.90 (Corning)	40	40
178.90 to 185.90	79	60
185.90 to 186.29 Beginning of D.T.	45	45
186.29 to 211.84	25	25
211.84 to 213.80	45	45
EASTWARD, GERBER TO DUNSMUIR:		
213.80 to 214.86	45	45
214.86 to 214.90	35	35
214.90 to 223.18	79	60
223.18 to 224.39 (Red Bluff)	30	30
224.39 to 226.20	65	60
226.20 to 226.61	60	60
226.61 to 233.60	65	60
233.60 to 242.46	79	60
242.46 to 243.74	65	60
243.74 to 247.02	79	60
247.02 to 247.27	60	60
247.27 to 258.00	79	60
★258.00 to 259.66 (Redding)	45	45
259.66 to 261.17	60	60
261.17 to 269.05	65	55
269.05 to 270.25	50	50
270.25 to 272.69	65	55
272.69 to 273.35	50	50
273.35 to 275.40	60	60
275.40 to 275.76	50	50
275.76 to 277.47	60	60
277.47 to 281.00	50	50
281.00 to 285.93	60	55
285.93 to 288.66 (295.60)	50	50
295.60 to 321.12	25	25
★★321.12 to 321.90 Track No. 1	20	20
321.90 to 322.10 Track No. 1	20	20
★★319.61 to 322.10 Track No. 2	20	20
EASTWARD, HARRINGTON TO WYO (VIA COLUSA):		
108.81 to 120.70	..	35
120.70 to 121.30 (Grimes)	..	15
121.30 to 169.98	..	35
169.98 to 170.00 (Hamilton)	..	15
170.00 to 170.50	..	30
170.50 to 171.15	..	35
171.15 to 180.24	..	49
180.24 to 180.46	..	15
EASTWARD, WOODLAND TO JOSEPHINE:		
85.56 to 86.70	..	25
86.70 to 94.13	..	35
94.13 to 94.20	..	25
94.20 to 111.90	..	30
111.90 to 113.00	..	20
113.00 to 117.33	..	25
MATHESON BRANCH: EASTWARD, REDDING TO MATHESON	..	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, GERBER TO DAVIS:		
213.80 to 185.90	45	45
185.90 to 178.90	79	60
178.90 to 178.00 (Corning)	40	40
178.80 to 165.70	79	60
165.70 to 165.50 (Orland)	60	60
165.50 to 150.00	79	60
150.00 to 149.50 (Willows)	40	40
149.50 to 86.02	79	60
86.02 to 85.50	65	60
★★85.50 to 84.40 (Woodland)	40	40
84.40 to 82.20	79	60
82.20 to 81.80	65	60
81.80 to 76.00	79	60
76.00 to 75.60	40	40
WESTWARD, DUNSMUIR TO GERBER:		
322.10 to 321.90 Track No. 1	20	20
★★321.90 to 321.12 Track No. 1	20	20
★★322.10 to 319.61 Track No. 2	20	20
321.12 to 295.60 (288.66)	25	25
288.66 to 285.93	50	50
285.93 to 281.00	60	60
281.00 to 277.47	50	50
277.47 to 275.76	60	60
275.76 to 275.40	50	50
275.40 to 273.35	60	60
273.35 to 272.69	50	50
272.69 to 270.25	65	55
270.25 to 269.05	50	50
269.05 to 261.17	65	55
261.17 to 259.66	60	60
★259.66 to 258.00 (Redding)	45	45
258.00 to 247.27	79	60
247.27 to 247.02	60	60
247.02 to 243.74	79	60
243.74 to 242.46	65	60
242.46 to 233.60	79	60
233.60 to 226.61	65	60
226.61 to 226.20	60	60
226.20 to 224.39	65	60
224.39 to 223.18 (Red Bluff)	30	30
223.18 to 214.90	79	60
214.90 to 214.76	25	25
214.76 to 213.80	45	45
WESTWARD, WYO TO HARRINGTON (VIA COLUSA):		
180.46 to 180.24	..	15
180.24 to 171.15	..	49
171.15 to 170.50	..	35
170.50 to 170.00	..	30
170.00 to 169.98 (Hamilton)	..	15
169.98 to 121.30	..	35
121.30 to 120.70 (Grimes)	..	15
120.70 to 108.81	..	35
WESTWARD, JOSEPHINE TO WOODLAND:		
117.33 to 113.00	..	25
113.00 to 111.90	..	20
111.90 to 94.20	..	30
94.20 to 94.13	..	25
94.13 to 86.70	..	35
86.70 to 85.56	..	25
MATHESON BRANCH: WESTWARD, MATHESON TO REDDING	..	25

★Regulated by City Ordinance. ★★PUC Regulation.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

At Woodland, Willows, Orland, Corning, Red Bluff, Anderson and Redding when engine passes last crossing within limits of restriction in direction of movement, speed may be resumed to that shown on next speed sign.

Freight and mixed trains containing no restricted cars are authorized to operate Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) except where specifically restricted to Column 2 speeds, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake, or
2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
70	60	100	54
75	59	105	53
80	58	110	52
85	57	115	51
90	56	120	50
95	55		

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the preceding conditions:
MP 75.60 and MP 185.90. MP 214.90 to MP 258.

Light engines may operate at Column 1 speeds not exceeding 70 MPH, except on descending grades when dynamic brakes are not operating light engines must not exceed Column 2 speeds.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On branches	10
On gravel pit tracks—Cory	10
Through sidings and turnouts at Rawson, Blunt, Culp, Draper, Silverthorn, Central Valley, Gray Rocks, O'Brien, Mead and Lakehead	25
Through sidings and turnouts at Girvan, Delta, Lamoine, Sims, Conant, Castle Crag	20

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	DAVIS TO GERBER	GERBER TO DAVIS	WOODLAND & JOSEPHINE	HARRINGTON & WYO—VIA COLUSA	GERBER TO DELTA	DELTA TO DUNSMUIR	DUNSMUIR TO GERBER	REDDING & MATHESON
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	2525	2525	..	..	1250	1075	1950	..
DP-5, 6, 8 to 11, 13	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	2550	2550	..	..	1275	1185	1975	..
DS-200 to 205	1900 to 1903	950	2600	975	1150	450	425	900	250
DS-1 to 8	1000 to 1032	1475	2575	1200	1725	700	625	1375	350
DS-500 to 506	5100 to 5120	1650	2900	1350	1925	800	750	1550	425
DS-9 to 12	1033 to 1090	2400	5375	1850	2900	1175	1100	2275	625
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	2925	7225	8000	3600	1450	1300	2825	750
DS-110, 114, 118	1422 to 1463, 1492 to 1513, 1539 to 1550	2625	6425	8025	3200	1300	1175	2525	675
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2525	5625	8150	3000	1250	1125	2400	650
DS-600 to 604	4600 to 4623, 4700 to 4703	2800	6650	9452	3425	1425	1275	2650	750
DS-605, 606	4624 to 4633	3175	7950	10500	3750	1550	1425	2975	825
DS-607	4636 to 4645	3200	8225	10875	3800	1600	1450	3000	850
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	3200	8250	10925	4025	1600	1425	3150	825
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	4025	9950	13175	5100	2050	1800	4050	1025
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	3975	10125	13375	5000	2000	1750	4025	1000
DF-621	7400 to 7407	4250	10125	13375	5575	2050	1775	4550	1025
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	4275	10375	13700	5200	2150	1950	4100	1125
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	4050	10575	13975	5125	2050	1800	4050	1025
DF-100	5200 to 5202	3950	10725	14200	5025	2000	1800	3975	1050
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	4525	11100	14675	5550	2300	2075	4350	1200
DF-109, 111	4903 to 4905, 5250 to 5252	4550	11150	*14750	*5575	2300	2075	4400	1200
DF-618	7300 to 7309	4350	11200	14800	5525	2175	1875	4500	1100
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	5025	11500	15225	6750	2425	2075	5500	1200
DF-617, 620	7200 to 7237	4575	11650	15400	5800	2300	2000	4650	1175
DF-127	7000 to 7020	4925	11650	15400	6100	2520	2250	4800	1300
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	5075	12025	15900	6250	2550	2300	4925	1325
DF-800, 801	9000 to 9002, 9003 to 9017	5875	14175	*18750	*7925	2850	2450	6525	1425
DF-500, 501	4800 to 4815	6125	16650	*22025	*9300	3050	2700	6500	1575
DF-623, 625, 626	7408 to 7460, 7700 to 7727, 7728 to 7784	4725	7975	7975	6300	2275	1950	5050	1150
DF-802	9018 to 9020	7550	12025	*12025	*9500	3550	3075	7925	1825
DF-700	8400 to 8402	10125	16125	*16125	*12725	4575	3950	10625	2300
DF-701	8500 to 8502	10650	16950	*16950	*13375	5150	4400	11175	2600

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

*Unless authorized by Superintendent, engine will not be permitted to operate.

Class DF-12 engines not authorized to operate on Knights Landing Branch.

RULE 10-J. Speed signs placed to left of track:

Westward at MP 144.63 reading 45.

Speed sign placed to right of track but with one track intervening:

Westward at MP 183.80 reading 60.

RULE 82-A. Extra trains originating Chico and operating between Chico and Stirling City will display indicators as an extra train on entire trip, as indicated by the engine number of the lead unit leaving Chico and are authorized to operate as an extra train between Chico and Stirling City without obtaining a clearance at Chico.

RULE 83. Extra trains originating Chico enroute Stirling City, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed date of arrival at Chico must also be entered in column "Signals". An extra train enroute Stirling City from Chico must not leave Chico until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Chico accordingly.

RULE 83-A. At the following stations, only the trains indicated will register:

Roseville—All trains except extra trains consisting entirely of passenger equipment and not terminating at Roseville.

Chico—Trains originating or terminating.

RULE 93. Yard limits in which the provisions of Rule 93 will apply except within CTC limits, are established at the following stations:

West MP		East MP
98.04	Roseville (Eastward and No. 2 Track)	110.87
98.04	" (No. 1 and Westward Track)	110.87
139.80	Marysville (Dantoni Branch)	End of Branch
143.78	" (Yuba City Branch)	End of Branch
143.78	Villa Verona (Oroville Branch)	End of Branch
183.48	Chico (Stirling City Branch)	189.00

Yard limit sign located to left of track:
Eastward approaching Gerber.

Roseville: For train and engine movements Roseville yard, see Roseville Subdivision Rule 93.

RULE 98. Railroad crossings at grade not interlocked:

Roseville: Lead from yard to East Valley Subdivision main track crosses No. 2 Track and No. 1 Track of Roseville Subdivision near passenger station. Eastward freight trains from yard to East Valley Subdivision will be governed by Signal 1062 and westward freight trains from East Valley Subdivision to enter yard will be governed by bottom unit of Signal 1063 before fouling or moving over No. 2 Track and No. 1 Track.

Yuba City: SNRy at Bridge St., and at B St.—Stop within 200 feet of crossings.

MP 186.60 on Stirling City Branch: SNRy crossing—Stop within 200 feet of crossing.

Stop signs with red reflective background have been placed at the following railroad grade crossings:

Bridge Street—Yuba City,
B Street—Yuba City,
MP 186.60—Stirling City Branch.

This will not be considered a red signal as prescribed by Rule 10-G.

RULE 99-A. Flag protection to rear of train is not required when rear of train is standing between westward absolute signal at MP 108.16 and eastward absolute signal at MP 106.65 East Valley Subdivision.

RULE 99-C. Will apply on Yuba City, Oroville and Stirling City Branches.

RULE 103-A. Trains and engines must stop and be preceded by flag-man before crossing highways and streets at:

Clayton	Spur.
Marysville	14th and E Street crossings.
Wilson	Wilson Road crossing, MP 158.80.

At the following locations, trains moving under provisions of Rules 771 and 776 must not enter crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating:

Station	Location	MP
Ostrom	Ostrom Road	134.3
Richvale	Richvale E Road	167.3
Chico	Hagen Lane	182.1
Chico	Dayton Avenue	183.8

When westward absolute signal at east end Chico siding displays stop indication, trains must stop east of 8th St. crossing to avoid blocking fire route.

RULE 104. The normal position of rigid switches at junctions:

Dantoni Jct.	Dantoni Branch, for Roseville line,
Chico	Stirling City Branch, for Roseville line.

RULE 204. Trains to or from East Valley Subdivision with the same conductor and engineer operating through Tehama may be issued train orders on East Valley Subdivision or West Valley Subdivision that affect their movement on either of these subdivisions.

RULE 288. Marysville siding is not a controlled siding and all movements on siding must be made at restricted speed.

RULE 289. Eastward absolute signal governing movement from Yuba City Branch equipped with lunar unit and may display aspect per Rule 289, Fig. C.

RULE 292. Flashing white light may be displayed in special signal located 300 feet east of signal 1063. When flashing white light is displayed, westward trains and engines from East Valley Subdivision may enter Roseville yard without proceed signal from yardman.

RULE 306. The following block signals, equipped with triangular plate displaying the letter "P", have included in their control limits some special protective device. Absolute signals are listed as "P-A".

Eastward	Protection	Westward
P-A	Collision detector, highway underpass, MP 108.22	P-1099
P-A	High water detector, bridge No. 135.00	P-1357
P-A	Spring switch west end siding Marysville	
	Spring switch, east leg wye, Binney Jct.	P-A
	Spring switch Yuba City Branch Jct. Switch	P-A
P-1906	High water detector, bridge No. 191.83	P-A

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Binney Jct.	East leg of Wye	Main Track
Marysville	West end siding	Main Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Berg siding	Yuba City Branch Junction Switch	Berg siding
Stirling City	50 feet west of balloon track switch	For eastward movement

Main track switch 50 feet east of spring derail at Stirling City must be left lined and locked for movement into balloon track.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires
S	P-A	Marysville (West switch Marysville)	Enter siding
S	A	Signal west end Berg Siding	Enter Yuba City Branch
S	P-A	Binney Jct. east leg wye	Enter east leg of wye

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from eastward absolute signal, MP 106.65 Roseville to westward absolute signal at end of double track Tehama, MP 211.88.

A sign reading DO NOT FOUL MAIN TRACK WITHOUT DISPATCHER'S PERMISSION is located at MP 106.74 on east leg of wye Roseville. To enter East Valley main track from east leg of wye at hand operated switch, permission for the movement must first be obtained from the train dispatcher, then line switch and be governed by indication of Signal 1068, and instructions from train dispatcher.

Binney Jct.: Movements across WPRR, MP 141.8 and movements onto east leg of wye are under control of SP train dispatcher. When absolute signals governing movements over crossing display "Stop" indication, member of crew must contact train dispatcher for instructions. If signal cannot be cleared, after ascertaining from indications on control machine that there is no train approaching from either direction on WPRR, train dispatcher may authorize member of crew to operate "Push Button Time Release" in accordance with instructions posted in box marked "SP" near crossing.

Westward absolute signal located at east leg of wye is a three unit signal. Top unit governs movements on main track; middle unit to clearance point east end Marysville siding; bottom unit to east leg of wye.

Eastward absolute signal located on signal bridge at east end of Marysville siding governing movement from siding is a three unit signal. Top unit governs movements to end of CTC, former Oroville Branch; middle unit through crossover to main track; bottom unit through crossover to west leg of wye.

Live Oak: Movements across SNRy are under control of SP train dispatcher. When absolute signals governing movements over crossing display "Stop" indication, member of crew must contact train dispatcher for instructions.

If signal cannot be cleared, after ascertaining from indications in control machine that there is no train approaching from either direction on SNRy, train dispatcher may authorize member of crew to operate push button time release in accordance with instructions posted in box marked "SP" located near crossing.

RULE 769. When an eastward train is standing on main track west of spring switch MP 140.7 (west end Marysville siding), engines with or without cars may pass westward absolute signal MP 140.7 governing movement over spring switch displaying stop indication at restricted speed without stopping and without obtaining permission from train dispatcher to couple engines or cars to such train. Spring switch must be hand thrown for such movements.

GENERAL REGULATIONS

RULE 825. Portable rail skid is hung on post at the west end of house track at Paradise. When necessary to leave cars at this location, rail skid must be placed on rail and leading wheel of first car on descending direction run onto the rail skid, and hand brakes set if brakes are operative before engine is detached. Trains picking up all cars from this track must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 826. Roseville: See Roseville Subdivision regarding indicator lights Tracks 71, 72, 73 and 74 PFE icing platform.

AIR BRAKE RULES

RULE 17. Retaining valves must be used on freight and mixed trains on descending grades as follows:

All retainers must be turned to high pressure position when no dynamic brake in operation.

Stirling City to Butte Creek: When dynamic brake in operation, without pressure maintaining system of braking in operation, one retaining valve must be turned to high pressure position for each 75 tons in train in excess of 400 tons per four axle unit, or 750 tons per six axle unit.

When dynamic brake in operation and pressure maintaining system of braking in operation, retainers not required unless requested by engineer.

RULE 25. Will apply to westward trains at Stirling City.

RULE 33. Gross tonnage of any freight train must not exceed 70 tons per operative brake—Stirling City to Butte Creek.

MISCELLANEOUS

Operating instructions for push button time release:

Press button until amber light is illuminated, then release.

After time release interval red light should be illuminated, indicating time release has functioned and intersecting route is clear of conflicting train movements.

If absolute signal does not then indicate proceed after time release actuated but red light is illuminated in push button box, train may proceed over intersecting railroad crossing under provisions of Rule 776 without providing flag protection on intersecting route.

If absolute signal does not display proceed indication and red light is not illuminated in push button box after time release actuated, train may proceed only as provided by Rule 663(c) and Rule 776.

Time release intervals:

Binney Junction—5 minutes, 8 sec.
Live Oak—2 minutes, 43 secs.

Between the hours of 7:01 AM and 5:30 PM daily, Marysville siding will not be used as an operating siding.

Crossover diverging from former Oroville Branch at MP 122.94 to WPRR at WPRR MP 180.42.

Hand operated switch installed at west end crossover is normally positioned for former Oroville Branch. Hand operated switch at east end crossover, normally positioned for WPRR main track, is equipped with electric lock and protected by separate hand operated derail located approximately 110 feet west of WPRR main track.

Instructions for operation electric lock located in phone box adjacent to WPRR main track switch. Electric lock switch must be operated before derail, otherwise electric lock will not release. WP operating Rule 550 applies.

Eastward SP trains and engines must contact WP train dispatcher to obtain permission to operate electric lock and instructions to move Marysville to Oroville.

Westward SP trains and engines must contact WP train dispatcher for instructions to move Oroville to Marysville.

These movements governed by WPRR rules, timetable, bulletins and Special Instructions.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Chico—Diamond National Co. track off east leg of wye.

11. Load limit (car and contents):

Roseville-Tehama	263,000 pounds
Chico-Stirling City	240,000 pounds
Berg-Wilson	240,000 pounds
Dantoni Jct.-Dantoni	240,000 pounds
Villa Verona-Oroville	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Roseville	12 (Water)
Nord	8
Los Molinos	3
Marysville (on spur)	9 (Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
210.82	Tehama	Sacramento River Bridge	Overhead

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 7 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
EASTWARD, ROSEVILLE TO TEHAMA:		
106.61 (106.57) to 106.85	15	15
106.85 to 117.17	60	60
117.17 to 117.43	50	50
117.43 to 139.05	60	60
139.05 to 139.80	50	50
139.80 to 142.00	25	25
142.00 to 143.88	50	45
143.88 to 182.90	70	60
182.90 to 183.80	50	50
★★183.80 to 184.50	25	25
184.50 to 209.15	70	60
209.15 to 209.90	50	50
209.90 to 211.79	35	35
211.79 to 211.84 (junction switch)	25	25
EASTWARD, CHICO TO STIRLING CITY:		
184.38 to 185.38	..	15
185.38 to 188.75	..	20
188.75 to 215.46	..	15
EASTWARD, DANTONI JCT. TO DANTONI	..	20
EASTWARD, MARYSVILLE TO OROVILLE VIA WPRR:		
178.00 to 205.00 (WPRR)	..	#
OROVILLE BRANCH EASTWARD, VILLA VERONA TO OROVILLE:		
143.78 to 147.00	..	35
147.00 to 147.93	..	20
EASTWARD, BERG TO WILSON:		
★144.43 to 148.80	..	15
148.80 to 159.01	..	35

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
WESTWARD, TEHAMA TO ROSEVILLE:		
211.88 to 211.79 (junction switch)	25	25
211.79 to 209.90	35	35
209.90 to 185.25	70	60
185.25 to 184.50	50	50
★★184.50 to 183.80	25	25
183.80 to 143.88	70	60
143.88 to 142.00	50	45
142.00 to 139.80	25	25
139.80 to 117.43	60	60
117.43 to 117.17	50	50
117.17 to 107.54	60	60
107.54 to 106.85	45	45
106.85 to 106.61 (106.57)	15	15
WESTWARD, STIRLING CITY TO CHICO:		
215.46 to 188.75	..	15
188.75 to 185.38	..	20
185.38 to 184.38	..	15
WESTWARD, DANTONI TO DANTONI JCT	..	20
WESTWARD, OROVILLE TO MARYSVILLE VIA WPRR:		
205.00 to 178.00 (WPRR)	..	#
OROVILLE BRANCH WESTWARD, OROVILLE TO VILLA VERONA:		
147.93 to 147.00	..	20
147.00 to 143.78	..	35
WESTWARD, WILSON TO BERG:		
159.01 to 148.80	..	35
★148.80 to 144.43	..	15

★Regulated by City Ordinance.

★★When engine passes last crossing within limits of restriction in direction of movement, speed may be resumed to that shown on next speed sign.

#Speed on WPRR tracks governed by WPRR rules, timetable, special instructions and timetable bulletins.

Light engines may operate at Column 1 speeds not exceeding 70 MPH, except on descending grades when dynamic brakes are not operating light engines must not exceed Column 2 speeds.

RULE 10-J. Passenger trains may operate at speed shown in Column 1 in territory where such speed is in excess of that authorized by speed sign.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) except where specifically restricted to Column 2 speeds, provided trains:

1. **Do not exceed 120 cars and 40 tons per operative brake; or**
2. **When carrying 90 lbs. brake pipe pressure, do not exceed:**

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
70	60	100	54
75	59	105	53
80	58	110	52
85	57	115	51
90	56	120	50
95	55		

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the preceding conditions:
MP 106.85 and MP 209.90

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through sidings at Whitney, Brock, Ostrom, Berg, Fagan, Richvale, Chico, Anita and Vina	25
Binney Jct. Through east leg of wye and interchange track connection to WPRR	10
Oroville. Through interchange from WPRR to SP	10
Through turnouts on other than sidings	10
On branches	10

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	ROSEVILLE & GERBER	CHICO TO STIRLING CITY	STIRLING CITY TO CHICO	WILSON & BERG DANTONI JCT. & DANTONI	BINNEY JCT. TO OROVILLE M.P. 122.64 TO M.P. 124.50 M.P. 143.31 TO M.P. 147.92	OROVILLE TO BINNEY JCT. M.P. 147.92 TO M.P. 143.31 M.P. 124.50 TO M.P. 122.64
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	3225					
DP-5, 6, 8 to 11, 13	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	3275					
DS-200 to 205	1900 to 1903	1200	75	1350	700	550	475
DS-1 to 8	1000 to 1032	2025	125	2400	1750	850	800
DS-500 to 506	5100 to 5120	2250	250	2650	2150	1000	900
DS-9 to 12	1033 to 1090	3400	375	8000	8000	1450	1330
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	4325	450	8475	8475	1800	1675
DS-110, 114, 118	1422 to 1463, 1492 to 1513, 1539 to 1550	4225	300	8500	8500	1575	1525
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	3625	250	8625	8625	1525	1375
DS-600 to 604	4600 to 4623, 4700 to 4703	3725	450	10025	10025	1725	1550
DS-605, 606	4624 to 4633	4250	500	11125	11125	1925	1725
DS-607	4636 to 4645	4125	500	11525	11525	1950	1750
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	5300	500	11575	11575	1975	1875
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	7000	650	13950	13950	2500	2375
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	7200	625	14175	14175	2400	2325
DF-621	7400 to 7407	7950	625	14175	14175	2550	2600
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	8125	675	14525	14525	2600	2400
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	8300	650	14800	14800	2500	2400
DF-100	5200 to 5202	8425	650	15050	15050	2450	2300
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	8700	725	15550	15550	2825	2575
DF-109, 111	4903 to 4905, 5250 to 5252	8750	*725	15650	*15650	2825	2575
DF-618	7300 to 7309	8775	675	15700	15700	2675	2575
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	9050	750	16150	16150	3075	3300
DF-617, 620	7200 to 7237	9150	750	16325	16325	2800	2750
DF-127	7000 to 7020	9150	800	16325	16325	3075	2800
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	9425	825	16850	16850	3125	2900
DF-800, 801	9000 to 9002, 9003 to 9017	11125	*900	19875	*19875	3600	3875
DF-500, 501	4800 to 4815	13075	*975	23350	*23350	3750	3925
DF-623, 625, 626	7408 to 7460, 7700 to 7727, 7728 to 7784	8000	700	7975	8000	2875	2900
DF-802	9018 to 9020	12050	*1150	12025	*12050	4575	5175
DF-700	8400 to 8402	16150	*1425	16125	*16150	6325	6825
DF-701	8500 to 8502	17000	*1625	*16950	*16975	7275	7475

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

*Unless authorized by Superintendent, engine will not be permitted to operate.

Class DF-12 engines not authorized to operate on Stirling City Branch.

RULES 7-A, 10-G, 10-H and 10-I. Yellow signals and unattended red flags and red lights will be placed to the left of track between mile posts:

195.3 and 246.2

Mile post locations above are those shown for No. 2 Track.

RULE 10-J. Speed signs to right of track in current of traffic direction with one track intervening:

Westward at MP 90.75 reading 25.

Eastward at MP 106.88 reading 35.

Speed sign to left of track:

Eastward at MP 132.42 (Brighton) reading 45.

Speed signs on No. 1 Track and on No. 2 Track between MP 111.00 and MP 133.00 are to the right of track for current of traffic movement.

Eastward speed sign at MP 140.35 is 1.35 miles instead of three-fourth mile from point of restriction.

RULE 11. Between Gold Run and Truckee from November 1 to May 1, when an unattended fusee is burning on, or near, a track train must stop, and then proceed with caution not exceeding 15 MPH for three-fourths mile from point where fusee is displayed. If displayed beyond the first rail of an adjoining main track, fusee will not apply to track on which train is running.

RULE 14(l). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnels Nos. 6 and 41, west of Eder.

RULE 16(e). Sacramento and Roseville. Rule 16(e) is cancelled.

RULE 16(k). Sacramento and Roseville. When standing, apply or release air brakes.

RULE 26. Roseville: Blue signs reading "Men at Work" permanently installed on base of indicator lights at each end of car repair facility Tracks Nos. 1, 2 and 3. When indicator lights display blue aspect, these tracks must not be entered nor cars or cut of cars moved or coupled to nor other equipment placed so as to obstruct the view of signs or lights. When indicator lights display yellow aspect, blue sign reading "Men at Work" will not apply to these tracks.

Absence of both blue and yellow aspect in these indicators must be considered as displaying most restrictive indication and blue signs respected in accordance with this rule.

Hand brakes must not be released on trains originating at Roseville until blue flag has been removed.

Conductor reporting for duty on outbound trains will instruct crews to immediately proceed to make-up track and be governed by the following:

Release all hand brakes except 5 on west end and 3 on east end, on north and eastbound trains; and release all hand brakes except 5 on west end of all westbound trains.

All outbound trains made up on ice deck tracks 71, 72, 73 or 74 will not release hand brakes until signal on track where train is made up displays green aspect.

RULE 81. Sacramento. Before entering main track at 7th Street or 15th Street, trains and engines except yard engines must receive proceed signal from yardman at location entry is made or movement orally authorized by yardmaster or his representative.

RULE 82-A. Trains to San Joaquin Division at Polk, originating at Sacramento, Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed San Joaquin Division. Train orders addressed to such trains at Sacramento, Roseville or Antelope will apply the same as if addressed to them at Polk.

First class trains to or from San Joaquin Division at Polk will assume the corresponding number and schedule at Polk without clearance.

Trains to Western Division at Sacramento, originating at Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Antelope will apply the same as if addressed to them at Sacramento and may leave Sacramento without clearance.

No. 378 and extra trains, except trains of passenger equipment, from Western Division passing Sacramento will not obtain clearance at Sacramento.

Train order office Roseville is located at yard office.

Sacramento Northern trains originating at Sacramento, 19th and B Sts., or Sacramento-Yolo Port District connection to Western Division must obtain clearance at Sacramento. Train order office Sacramento is located in passenger station.

RULE 83-A. At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except No. 378 and extra trains passing Sacramento to or from Western Division.

Sacramento Northern trains to Western Division will register at Sacramento train order office.

Antelope—Westward extra trains originating.

Roseville—All trains except first-class trains, extra trains consisting entirely of passenger equipment and not terminating at Roseville, or eastward extra trains operating as light engines to spur, MP 111.73.

Truckee—Trains originating or terminating.

Norden—Work extras originating or terminating.

Colfax—Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Antelope—Westward extra trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following stations:

West MP		East MP
85.51	Sacramento	95.35
	" (Walnut Grove Branch)	93.09
	" (Placerville Branch)	97.00
131.60	" (Stockton line)	136.33
103.80	Citrus	105.26
	" (Fair Oaks line)	End of Branch
	Folsom	End of Branch
110.57	" (Placerville Branch)	111.38
148.19	Placerville	End of Branch
110.64	Walnut Grove	113.90
98.04	Roseville (Eastward and No. 2 Track)	110.87
98.04	" (No. 1 and Westward Track)	110.87
119.34	Newcastle (No. 2 Track)	120.82
118.74	" (No. 1 Track)	120.15
122.66	Auburn	125.60
140.03	Colfax	142.94
169.11	Emigrant Gap	172.12
207.28	Truckee	209.09
235.65	Lawton	239.60
241.63	Sparks	247.60

Yard limit signs located to left of track:

Approaching Truckee and Lawton in both directions.

Sacramento Northern trains preparing to enter Southern Pacific tracks at 19th and B Sts. must stop clear of fouling point or derail, if any, and member of crew must contact Southern Pacific yardmaster for permission to enter SP tracks. Before switch is lined at 19th and B Sts. it must be known by observation that there is no movement closely approaching the track to be occupied.

Antelope: Yardman's proceed signal, green and white flag by day, green and white light by night, will be an indication that protection has been provided for movement against current of traffic within yard limits on eastward main track.

Roseville: End of double track at MP 103.14 Antelope, and at MP 106.16 Roseville. Single track between MP 103.14 and MP 106.16 is within interlocking limits.

Westward freight trains and engines from Roseville Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping; when movement to be made into yard tracks. Westward trains from East Valley Subdivision must not pass Signal 1063 unless proceed signal received from yardman.

Westward freight trains and engines, except yard engines, or trains consisting entirely of passenger equipment, when making continuous movement on main track must not pass Signal 1065 unless proceed signal received by yardman.

Westward freight trains and engines from Roseville Subdivision must stop clear of Berry St. crossing, MP 107.20 unless flashing yellow light is displayed in special signal just west of Berry St.

Westward trains and engines (except yard engines) using running track must not pass fouling point at west end in vicinity of Dry Creek unless proceed signal received from yardman, yellow flag by day, yellow light by night.

Eastward trains entering yard track must not pass Antelope train-order office unless proceed signal received from yardman.

Westward trains and engines except yard engines using running track at Antelope must not pass fouling point unless proceed signal given by yardman, green flag by day, green light by night.

Light engines making westward movement out of Tracks 1 through 8 in westward receiving yard Antelope may proceed to fouling point of westward running track if route is seen to be clear.

Eastward trains leaving via drill track must not pass Signal 1072 displaying stop indication without contacting yardman by telephone.

Eastward freight trains leaving via No. 2 Track must not pass Signal 1074 displaying stop indication without contacting yardman by telephone.

Movement of trains in both directions between eastward Signals 1060 and 1064 and westward Signals 1065 and 1067 on Roseville Subdivision and between eastward Signals 1062 and 1064 and westward Signal 1063 on East Valley Subdivision will be governed by signal indication which will supersede the superiority of trains, but movements must be made with caution, and only after block signal indicating proceed is displayed as prescribed below.

For eastward movement on No. 1 Track, top unit on Signal 1064 governs movement to No. 1 Track; bottom unit governs movement to East Valley Subdivision.

Eastward movement on No. 2 Track is governed by Signal 1060.

For westward movement on No. 1 Track; top unit on Signal 1065 governs movement to No. 1 Track; bottom unit governs movement through crossover to No. 2 Track.

For westward movement on East Valley Subdivision, top unit on Signal 1063 governs movement to junction switch leading to No. 1 Track; bottom unit governs movement across No. 1 Track and No. 2 Track of Roseville Subdivision to yard tracks.

Signal 1062 on east drill track governs movement to East Valley Subdivision only.

Trains stopped by Signals 1060, 1062, 1063, 1064, 1065 or 1067 must not proceed until signal displays proceed indication, except may proceed after stopping if proceed signal received from yardman, movement to be made with caution.

DIESEL SERVICING FACILITIES:

Eastward movements into inbound receiving tracks of Roseville diesel servicing facilities from interlocking limits MP 105.37 are governed by indicator light located on mast 500 feet east of power derail at MP 105.37.

Eastward movement must not be made past this mast unless flashing white light is displayed or movement is orally authorized by yardmaster or his representative. Westward movement must not be made over power operated switches on inbound lead unless movement is orally authorized by yardmaster or his representative.

Tracks 3 to 5 inclusive are equipped with electro-pneumatic controlled switches and switch point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator light is not lighted, careful examination of switch must be made before making movement over switch.

Service Lead from Subway to oil, sandhouse and diesel facilities has stop sign located at fouling point of inbound lead to receiving tracks. After stopping it will be permissible to proceed if route is clear.

Switch position indicator located at:

Roseville.....Jennings Unit, switch in westward running track.

Indicator does not indicate track occupancy but when displaying red, yellow or green aspects following will govern:

Red aspect...Inoperative.

Yellow aspect.Switch lined for yard receiving unit.

Green aspect..Switch lined for running track Antelope.

Stop signs with reflective background are located on eastward yard running Track No. 21 between Antelope and Roseville. Instructions governing movement past each sign as follows:

West of Dry Creek Subway:

STOP UNLESS PROCEED SIGNAL RECEIVED FROM YARDMAN OR ORALLY AUTHORIZED BY YARDMASTER OR HIS REPRESENTATIVE.

East end Track No. 21:

STOP UNLESS PROCEED SIGNAL RECEIVED FROM YARDMAN OR ORALLY AUTHORIZED BY YARDMASTER OR HIS REPRESENTATIVE.

These signals will not be considered a red signal as prescribed by Rule 10-G. Yard engines accompanied by yard crews may pass these signals without stopping.

Hump Movements—Jennings Unit:

Light signals which govern hump movements at Jennings Unit located as follows:

South Hump.......At crest to right of track.

North Hump........At crest to left of track.

Light signals which repeat the aspect of hump signals located as follows:

South Hump........To left of south lead track, west of manual crossover.

North Hump........To left of north lead track, west of manual crossover.

When crossovers west of crest are lined normal, the south hump repeater will repeat the aspect of the south hump signal, and the north hump repeater will repeat the aspect of the north hump signal.

When crossover west of crest is lined for movement from south receiving tracks to north hump, the south hump repeater signal will repeat the aspect of the north hump signal.

When crossover of crest is lined for movement from north receiving tracks to south hump, the north hump repeater signal will repeat the south hump signal.

These light signals do not indicate track occupancy or position of switches, but when displaying red, flashing red, yellow or green aspect, following will govern:

Aspect	Indication
Red	Stop
Flashing Red	Back
Yellow	Proceed at normal hump speed
Green	Proceed

For eastward movement of cars from receiving yard to crest, hump and repeater signals must display yellow or green aspect and in addition engineer instructed to move either orally or by hand or lamp signals by yardmaster or his representative in charge of movement.

Movement of cars toward crest of hump must not be made past repeater signal displaying red aspect unless engineer is orally informed by yardmaster or his representative that protection has been provided to safeguard the movement. Yardmaster before authorizing such a movement must know that crossovers west of crest are properly lined for such a movement and that humping movements from opposite hump through diamond crossover east of crest are stopped.

Light signals which govern trim movements from bowl at Jennings Unit are located as follows:

South Hump........At crest to left of track.

North Hump........At crest to right of track.

Light signals which repeat the aspect of the trim signals are located as follows:

South Hump	No. 1 repeater to left of track near 22–49 Switch Tower A-B. No. 2 repeater between leads at 36–42 and 43–46 Switches.
North Hump	No. 1 repeater to right of track near Switch 1–21. No. 2 repeater to right of track near Switch 1–7.

These light signals do not indicate track occupancy or position of switches but when displaying red or yellow aspect, following will govern:

Aspect	Indication
Red	Stop
Yellow	Proceed

For westward movement from bowl tracks to crest, trim and repeater signals must display a yellow aspect, and in addition engineer instructed to move either orally or by hand or lamp signals by yardman in charge of movement. Movement must not be made west of fouling point of bowl tracks when trim and repeater signals display red aspect unless engineer is orally informed by yardmaster or his representative that movement is protected. Yardmaster authorizing such movement must insure that any conflicting movements are stopped.

Switch point indicators are provided on all power operated switches at west end of bowl at Jennings Unit. Westward movement must not be made to foul lead or any track diverging from lead unless switch is seen to be lined for the movement.

Tracks 23, 24 and 25 equipped with electrically controlled switches and switch point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator lamp is not lighted, switch points must be checked to determine properly positioned before making movement over switch.

Trains or engines, except yard engines, must not enter tracks 23, 24 or 25 unless a proceed signal is received, green flag by day, green light by night, or engineer is orally authorized. When proceed signal received, or orally authorized, train or engine may proceed into track lined for movement.

Eastward movements from tracks 23, 24 and 25 are governed by indicator light located adjacent to No. 23 track switch.

Eastward movements, except yard engines, must not be made from tracks 23, 24 or 25 unless switches are lined and flashing white light is displayed or movement is orally authorized.

Westward movements, except yard engines, must not be made from tracks 23, 24 or 25 unless proceed signal received green flag by day, green light by night or orally authorized'

RULE D-97-A. Applies between Oakland (16th St.) and Sparks.

Eastward extra trains originating at Roseville and operating as light engines to spur MP 111.73 are not required to obtain clearance at Roseville.

RULE 98. Railroad crossings at grade not interlocked:

Sacramento: WPRR at Front and R Sts.—Trains and engines must approach with caution expecting to find crossing occupied.

Switching and industry tracks in vicinity of Front and R Sts.—Ascertain that each crossing is clear before using.

SNRy at Front and R Sts.—Stop within 200 feet of crossing.

SNRy at Alhambra Blvd. and R Street—Stop before crossing.

Stop signs with reflective background have been placed at the following railroad grade crossings:

Front and R Streets	SNRy.
Alhambra Blvd. and R Street	SNRy.

This will not be considered a red signal as prescribed by Rule 10-G.

Roseville: Lead from yard to East Valley Subdivision main track crosses No. 2 Track and No. 1 Track of Roseville Subdivision near passenger station. Eastward freight trains from yard to East Valley Subdivision will be governed by Signal 1062, and westward freight trains from East Valley Subdivision to enter yard will be governed by bottom unit of Signal 1063 before fouling or moving over No. 2 Track and No. 1 Track.

RULE 99-A. Flag protection to the rear of Trains 21 and 22 is not required when these trains are standing at designated servicing facility at Sacramento and Sparks, until outbound crew assumes duty.

RULE 99-C. Will apply on Placerville and Walnut Grove Branches.

RULE 103-A. Trains and engines must stop and be preceded by flagman before crossing highways at:

Isleton, on wharf spur.

Cantilever flashing light signals in service at Walnut Grove Branch and Capitol Avenue crossing at Sacramento: Light type indicators located adjacent to crossing govern movement of trains and engines over Capitol Avenue. Green aspect indicates crossing gates and flashers have been actuated and movement may be made with caution. Red or dark aspect indicates stop. Trains or engines after stopping may make movements with caution over crossing but must know that both gates are down, flashers working and crossing clear of vehicular traffic before entering crossing.

Eastward trains stopping at Roseville within 400 feet of Yosemite Street crossing, when starting must not exceed 10 MPH until engine enters crossing.

Westward trains stopping at Truckee must stop with engine east of Signal 2083 to avoid unnecessary operation of automatic warning device at Bridge Street.

RULE 104. The normal position of rigid switches at junctions:

Citrus—Fair Oaks Branch, for Placerville Branch,

Folsom Junction—Folsom Branch, for Placerville Branch.

RULE 107. Roseville: Westward trains must not pass Yosemite Street when eastward passenger train is doing work at the station, unless proceed signal received from yardmaster or his representative, green flag by day, green light by night.

RULE 221. Antelope is train-order office only for westward extra trains originating.

Train-order office at Roseville is located at yard office. First class trains and trains consisting entirely of passenger equipment not terminating at Roseville are not required to obtain a clearance at Roseville.

Train-order signals at Norden are light type signals identified by an illuminated sign.

RULE D-251. Applies to the following tracks:

Both tracks between Oakland (16th St.) (Western Division) to Sparks.

Eastward trains leaving Roseville except first class and westward trains leaving Sparks except first class must not leave unless proceed signal received from yardman, green flag by day, green light by night. Will not apply to eastward extra trains consisting exclusively of passenger equipment on continuous main track movement through Roseville.

RULE 291. Antelope: Flashing yellow light on mast of westward interlocking signal MP 103.15.

RULE 306. The following block signals, equipped with triangular plate displaying the letter "P," have included in their control limits some special protective device. Interlocking signals are listed as "P-I".

Eastward Signal	Protection	Westward Signal
	*Spring switch, Sacto-Yolo Port Dist. conn.	P-I
	Spring switch, end double track, MP 103.14, Antelope	P-I
P-1242	Collision detector, highway underpass, MP 125.53	
	Collision detector, highway underpass, MP 133.35	P-1347
P-1374	Collision detector, highway underpass, MP 137.68	
P-1438	Slide Detector Fence, MP 144.46 to 144.66	
P-1508	Slide Detector Fence, MP 150.83	P-1515
P-1556	Slide Detector Fence, MP 156.32 to MP 156.38	P-1565
P-1582	Slide Detector Fence, MP 159.43 to MP 159.46	P-1599 P-1601
P-2220	Slide Detector Fence, MP 222.16 to MP 222.34	
	Slide Detector Fences, MP 223.87 to MP 223.80 MP 222.88 to MP 222.77 MP 222.34 to MP 222.16	P-2239
	Slide Detector Fence, MP 224.50 to MP 223.80	P-2259

*If point indicator displays green aspect movement to Port District may proceed at restricted speed without hand throwing spring switch.

Signals P-1438, P-1582, P-2259 also equipped with plate bearing letter "G". When signal displays red aspect, Rules 287 and 306 will apply.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM. Trains or engines making westward movement to Sacramento-Yolo Port District must stop at westward signal 889, 2nd & H Sts. and contact interlocking operator, Sacramento River Drawbridge for permission to move against current of traffic to Sacramento-Yolo Port District.

Push button and pilot light are installed in box near signals 887 and 889 and near 7th St. herder shanty. Signal 887 or 889 may be cleared by operation of push button bearing number of signal from location near signal or from 7th St. herder shanty to allow bypass movement. Trains or engines encountering stop indication displayed by Signal 887 on westward freight lead must contact yardmaster, Sacramento Tower, for instructions. Yardmaster's instructions do not relieve crew desiring to enter westward main track from compliance with Rule 513.

RULE D-506. Signals govern movements in both directions on No. 1 Track and No. 2 Track between signal bridge, Emigrant Gap, MP 171.59, and west limits of Norden interlocking, MP 191.75.

Rule 509 as applied to single track, or Rule 510 will apply when these signals display stop indication for trains moving against the current of traffic.

Floriston: Light type indicator at MP 222.40 applies to No. 1 Track only, and indicates condition of slide detector fence only and is not connected with block signal circuit. Lunar light indicates track at slide detector fence safe for trains; red aspect requires that inspection must be made of track protected by slide detector fence before train passes the fence.

RULE 509. Midas: Trains entering siding at Midas and finding eastward Signal 1600 or westward Signal 1609 displaying stop indication must be preceded by flagman until intervening track to end of siding is seen to be clear.

RULE 513. Before westward train or engine fouls eastward main track 2nd & H Sts., Sacramento, and before main track crossover switches are thrown, it must be known by observation that there is no movement closely approaching the track to be occupied.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Antelope	End of double track (MP 103.14)	Westward Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*Sacramento	Sacto-Yolo Port Conn.	Sacto-Yolo Port Dist.
*Sacramento	Westward freight lead 2nd & H	Westward main track
*Roseville	East end east drill track	No. 2 Track
Roseville	East end Big Reno	East drill track
*Gold Run	East end eastward siding	No. 2 Track

*Equipped with switch-point indicator.

RULE 605. INTERLOCKING

Sacramento River Drawbridge: Trains or engines encountering stop indication displayed by interlocking signal must contact interlocking operator for instructions and be governed by Rules 662 and 663. Telephones are located adjacent to interlocking signals and signals 887 and 889.

Nineteenth Street, Sacramento: At crossing of R Street Track with WPRR.

Movements across WPRR main track are under control of WPRR train dispatcher located at Sacramento who will control signals which govern movement but do not indicate occupancy of track.

Signal at 19th Street will display proceed indication only when hand operated switches are lined for R Street line. When movements are to be made into Valley Grocery spur or Bekins spur, switches shall be lined for spur after entering interlocking limits. When signals governing movement over WPRR crossing display stop indication after approach circuit is occupied or if signals governing movement out of Valley Grocery spur or Bekins spur do not display proceed indication after switch has been lined, a member of crew must contact WPRR train dispatcher by telephone for instructions. Upon receiving permission from WPRR train dispatcher movement must be made under provisions of Rule 663.

Telephones located in telephone boxes at following locations: West leg of WPRR wye track and R Street.

Bekins spur signal, steel relay shelter just south of crossing.

Elvas: Limits extend on Sacramento-Roseville line from interlocking signal 1800 feet west of tower to interlocking signal 1370 feet east of tower, and on Elvas-Polk line to interlocking signal at west switch Polk; and on Placerville Branch to interlocking signal 600 feet east of junction switch.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Following switches are equipped with electric switch locks and electric switch locks must not be operated until permission has been obtained from signal operator whose instructions will govern movements not controlled by signal indicator:

Elvas	American Can Co. Spur.
"	Crossover between center siding and westward track.
"	Crossover from center siding to eastward track.
"	West end of center siding.
Hopfen spur	Switch.
R Street industrial track	Switch.
Black Diamond Lumber Co.	Switch.

Switches will not be lined for movement to Polk siding without first obtaining permission from signal operator.

Georgiana Slough Drawbridge: At MP 119.53 on Walnut Grove Branch.

Roseville: Limits as follows:

On main tracks between MP 102.50 and MP 106.64.

Eastward signal at MP 102.50 governs movements as follows:

Top unit to Eastward Track,
Middle unit to receiving track through first switch,
Bottom unit to receiving track through second switch.

Eastward signal at MP 106.16 governs movement as follows:

Top unit to No. 2 Track,
Bottom unit to No. 1 Track.

Telephones to signal operator are located at main track signals. Instructions for operation of dual control switch machines are posted in telephone booths.

Dual control switches within interlocking limits are under the control of signal operator at Antelope. When necessary to hand-throw these switches, permission must be obtained from signal operator and be governed by Rules 771 and 772.

Switch to Los Angeles By-Product spur, Antelope equipped with electric switch lock. Switch lock must not be operated until permission obtained from signal operator whose instructions will govern movements not controlled by signal indicator.

Norden-Andover: Limits extend on No. 1 Track and No. 2 Track from interlocking signals located on signal bridge, MP 191.75, west of train-order office to westward interlocking signals on signal bridge, MP 201.30, Andover.

Run-around track and Turntable Lead 3—Trains or engines must obtain permission from operator before lining switch to siding.

Westward interlocking signal on No. 1 Track, 550 feet east of Norden station building connected with repeater signal on the left side of track for better visibility.

Call-on signals on certain interlocking signal masts are normally dark, but when displaying flashing yellow light are authority to pass interlocking signal displaying stop indication without obtaining permission from operator to couple to train or engine; movement to be made at restricted speed.

Bottom unit of interlocking signals for movements on siding may display lunar aspect. When lunar aspect is displayed, train or engine may proceed without stopping at restricted speed. (Rule 289).

Dual control switches within interlocking limits are under control of signal operator Norden. When necessary to hand throw these switches, permission must be obtained from signal operator and be governed by Rules 771 and 772. Instructions and telephones are located adjacent to switches.

Following switches equipped with electric switch locks:

1. Summit. Spur switch MP 193.4.
2. Spur switch near Cook Car, No. 1 Track.
3. No. 1 Turntable Lead switch, No. 1 Track.

Lock box doors on electric switch locks must not be opened without permission of signal operator.

RULE 607. Norden-Andover: When moving under provisions of Rule 510 and signal operator knows there is no opposing train between automatic block signal displaying stop indication and the next interlocking signal governing opposing movements, he may, when means of communication are available, authorize train after stopping to proceed at restricted speed to the next signal.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
		EASTWARD	
S	1404	Colfax	Enter siding and contact train-order operator.
W	7-ft. Mast MP 241.69	Reno	Eastward trains must stop west of Keystone St., MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started to leave station.
		WESTWARD	
S	2091	Truckee	Enter westward siding and contact train-order operator.
W	2029	Andover	Wait until letter W is extinguished or orally authorized to proceed by signal operator Norden.

Does not relieve conductors or engineers of complying with Rule 513 when leaving siding.

GENERAL REGULATIONS

RULE 825. Sacramento: Not less than three hand brakes must be set on west end of cars or trains on Tracks 2 through 9, inc. Not less than two hand brakes must be set on east end of cars or trains on Tracks 14 through 27, inc.

Roseville: Not less than five hand brakes must be set on cars or trains on the following tracks Roseville Terminal:

East End—Tracks 1 through 25, incl., Receiving Yard.
West End—Tracks 50 through 84, incl., Departure Yard.
West End—Track 21, Departure Yard.
East End—All tracks in PFE repair yard, incl., Tracks 90 and 91.

Portable rail skids are hung on posts at the following stations:

West end team track, Placerville,
West end of interchange tracks, Placerville,
Lower end of sidings at Bowman, Midas, Emigrant Gap
Crossover Verdi.

When necessary to leave cars at any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative before engine is detached.

Trains picking up all cars from these locations must remove rail skid and return it to proper post and lock it in place with switch lock.

5 hand brakes must be secured on west end and 3 hand brakes must be secured on east end of all eastward trains arriving in Roseville departure yard.

RULE 826. **Roseville:** Indicator lights located on Tracks Nos. 71 and 72 at each end of PFE Icing platform No. 1 and pole between Tracks Nos. 71 and 72, 1324 feet east of PFE Icing platform No. 1 and on Track Nos. 73 and 74 at west end PFE Icing platform No. 2 and pole between Tracks Nos. 73 and 74, 412 feet east of PFE Icing platform No. 2 govern movements on those tracks as follows:

Green:	Tracks may be used for train or switching movements.
Yellow:	Tracks may be entered, switched, and engines, cars or cabooses added or detached.
Red:	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted:	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 872. Enginemen taking charge of road engines at Roseville diesel facility and enginemen taking charge of engines at Sacramento and Sparks will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of road engines at Roseville and Sparks diesel facilities will consider that condensation has been drained from reservoirs, and from moisture and dirt collectors; that sanders are operating properly; and that there are no flat spots on wheels.

FREIGHT AND MIXED TRAINS

RULE 17. Retaining valves must be used on descending grades as follows:

PLACERVILLE BRANCH: MP 131.70 to MP 123.00 when tonnage of train exceeds 935 tons per 4-axle or 1750 tons per 6-axle unit of dynamic brake in operation, one retaining valve for each 75 tons in train. Trains of 35 cars or less may be handled without retainers under provisions of Air Brake Rule 19.

Retaining valves must be used without dynamic brakes in operation on descending grades as follows:

NORDEN TO TRUCKEE: One retaining valve for each 65 tons in train.

NORDEN TO LOOMIS: One retaining valve for each 60 tons in train. Not necessary to turn down retaining valves at Loomis unless stop is made for other reason.

Retaining valves must be used with dynamic brakes in operation on descending grades as follows:

TRAINS HANDLED BY DF-1-12 CLASS ENGINES: One retaining valve for each 125 tons in train when gross tonnage per dynamic brake exceeds:

Norden to Truckee:

One dynamic brake—1000 tons,
Two dynamic brakes—2000 tons,
Three dynamic brakes—3750 tons,
Four dynamic brakes—5800 tons,
Five dynamic brakes—6000 tons.

Norden to Loomis:

One dynamic brake—825 tons,
Two dynamic brakes—1650 tons,
Three dynamic brakes—3100 tons,
Four dynamic brakes—4125 tons,
Five dynamic brakes—5100 tons.

TRAINS HANDLED BY DF-101-126 CLASS ENGINES: One retaining valve for each 125 tons in train when gross tonnage per dynamic brake exceeds:

Norden to Truckee:

One dynamic brake—1500 tons,
Two dynamic brakes—3500 tons,
Three dynamic brakes—5800 tons.

Norden to Loomis:

One dynamic brake—1250 tons,
Two dynamic brakes—2700 tons,
Three dynamic brakes—4125 tons.

Helper engines placed at or near rear of trains handled by road engines with dynamic brakes in operation on head end will use dynamic brakes on descending grade. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves, except that gross tonnage of trains between Norden and Loomis must not exceed 6000 tons.

PASSENGER TRAINS

Retaining valves must be used without dynamic brakes in operation on descending grades as follows:

Norden to Truckee: Fifty percent of retaining valves on trains consisting entirely of mail and express cars. Accessible retaining valves will be used on other passenger trains.

Norden to Loomis: All retaining valves.

Retaining valves must be used with dynamic brakes in operation on descending grades as follows:

Norden to Truckee: With three dynamic brakes in operation, handling over 3000 tons, one retaining valve for each 165 tons in train. With two dynamic brakes in operation, handling over 2000 tons, one retaining valve for each 165 tons in train.

Norden to Loomis: With three dynamic brakes in operation, handling over 2500 tons, one retaining valve for each 165 tons in train. With two dynamic brakes in operation, handling over 1700 tons, one retaining valve for each 165 tons in train. Trains with less than two dynamic brakes in operation will use retaining valves as prescribed for trains without dynamic brakes in operation.

FREIGHT TRAINS

RULE 24-E. Will apply to trains arriving Roseville.

RULE 25. Will apply at Norden when not required to stop and make train air brake test at that point for other reasons, except:

If engineer receives positive information from trainmen that air gage in caboose shows an increase in brake pipe pressure after leaving Crystal Lake eastward or Boca westward and that brake pipe pressure has increased in caboose to indicate a 90 pound brake pipe pressure on the locomotive before arrival Norden, or:

If, when conditions are favorable for making a running test approaching MP 210 on westward freight trains authorized to operate at Column 1 speed not to exceed 60 MPH, engineer, after informing trainman in caboose that running test is to be made, receives positive information from trainman following the test that brakes did apply on the caboose and that brake pipe pressure is being properly restored.

RULE 33. Gross tonnage of any freight train must not exceed the tons per operative brake between the stations shown below:

Placerville to Folsom Junction—75 tons,
Norden to Truckee—65 tons,
Norden to Loomis—65 tons, except:

Trains of 75 cars or less may handle 80 tons per operative brake between Truckee and Loomis provided dynamic brake is in operation on not less than four 4-axle units or on not less than three 6-axle units and air brakes are being operated in accordance with the provisions of Air Brake Rule 19. Should a dynamic brake fail or should the air brakes be handled other than as prescribed in Air Brake Rule 19 under this exception, immediate stop must be made, all retainers turned up and speed restricted to 20 MPH.

If gross tonnage between Norden and Loomis exceeds 75 tons per operative brake, speed must not exceed 20 MPH between Emigrant Gap and Gold Run and train must be stopped at Midas for at least 10 minutes for wheel heat radiation and train inspection.

RULE 34. Freight trains without dynamic brakes in operation will stop at the following stations for at least 10 minutes for heat radiation at which time train inspection will be made:

Eastward	Westward
MP 203.00	Troy Emigrant Gap Midas Gold Run Bowman

RULE 39. Running test must be made on westward trains just after emerging from Tunnel No. 6 or Tunnel No. 41, west of Eder.

RULE 68. Trains must pass summit of grade with caution when necessary during freezing weather, applying train air brakes in accordance with conditions to free brake rigging and shoes of icing.

MISCELLANEOUS

Sacramento: Communicating signal will be used to start passenger train at Sacramento.

Excess width or height loads must not be operated on Sacramento Passenger Station Tracks 2, 4 and 7. Employes must not ride on top or side of engines or cars on Tracks 2, 4 and 7.

Maximum speed on Aerojet spurs, with caution, not to exceed 15 MPH, except over grade crossings 10 MPH.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Newcastle—Over trestle portion of fruit spurs.
"	Summit—Lumber spurs Nos. 3 and 4 beyond derail.

11. Load limit (car and contents):

Sacramento-Sparks	263,000 pounds
Brighton-Elvas	263,000 pounds
Sacramento-Isleton	240,000 pounds
Sacramento-Brighton via R St.	240,000 pounds
Brighton-Placerville	240,000 pounds
Folsom Junction-Folsom	240,000 pounds
Citrus-Fair Oaks	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

12. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:

No. 1 westward trains, via Auburn and
No. 2 eastward trains, via Auburn, Nevada Street.

Westward freight trains entering Roseville yard must not exceed speed of 10 MPH passing TV camera located in vicinity herders' shanty east end Roseville yard.

Eastward freight trains entering Roseville yard must not exceed speed of 10 MPH passing TV camera located west end Antelope receiving yard.

13. LOCATION OF STOCK YARDS

Station	Capacity in Cars
White Rock	30
Roseville	12 (Water)
Truckee	10 (Water)
Sparks	25 (Water)

OPERATION OF TURNTABLES

26. Turntable Norden equipped with rail locks each end. Before moving onto table from any lead table must be lined so engine will enter from locked end only. Engines when backing and approaching table from lead from eastward siding, will stop to clear table and fireman after properly lining and locking table will signal engineer to move onto table by green light controlled by pushing button located on post of turntable shed on engineer's side. This signal does not indicate position of turntable or turntable lock. Engines leaving turntable will leave from locked end. In making movements to or from turntable it will not be necessary to lock opposite end of table.

Turntable must not be moved until engineer signals fireman engine is properly spotted and brakes applied.

Engineer or fireman, preferably engineer, must remain in the cab of engine at all times when engines are being turned at Norden.

Balloon track at MP 169.16, west of Emigrant Gap, diverging from No. 1 Track. Crossover between main tracks located at east end of balloon track at MP 169.55. Engines and equipment will enter balloon track at west switch and leave balloon track at east switch.

29. SNRy track in Sacramento yard between Sacramento Yolo Port Railroad connection, just east of Washington underpass, and connection to Sacramento Yolo Port Railroad just east of county road crossing is used jointly by SNRy and SP crews. Movements on joint track governed by block signals whose indications supersede the superiority of trains.

Block indicators located at switches indicate track occupancy.

When block indicator shows block clear, switch may be reversed and movement made after block signal displays a yellow aspect.

If block indicator shows block occupied, switch must not be reversed until it has been ascertained that there is no opposing or conflicting movement.

If after switch has been reversed signal displays stop indication, train or engine must wait five minutes and then be preceded by flagman through joint track area.

Maximum speed permitted on joint track is 10 MPH and all movements must be made with caution.

Normal position of switches connecting with joint track is as follows:

Sacramento Yolo Port Railroad connection just east of Washington underpass lined for SNRy Woodland Branch.

East wye switch SNRy Woodland Branch for movement west leg of wye.

Sacramento Yolo Port Railroad connection just east of county road crossing for SNRy west leg of wye.

Sacramento Yolo Port Railroad yard tracks are used jointly by SNRy and SP crews and all movements must be made with caution not exceeding 10 MPH.

Flag protection to the rear is not required when operating in joint track area or over Sacramento Yolo Port Railroad yard tracks.

30. ROSEVILLE SUBDIVISION

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
88.54	Sacramento	Sacramento River bridge ... Side and Overhead
92.15	Elvas	American River bridge ... Side
	(POLK-ELVAS)	
131.78	Polk	Traction company overhead crossing ... Overhead
133.13	Brighton	Signal bridge ... Overhead
	(PLACERVILLE BRANCH)	
122.30	East of White Rock	Rock cut ... Side
126.40	Latrobe	Rock cut ... Side
126.50	East of Latrobe	Rock cut ... Side
128.60	East of Latrobe	Rock cut ... Side
	(WALNUT GROVE BRANCH)	
92.41	East of Baths	Bridge ... Side
111.42	Snodgrass Slough	Bridge ... Side
	(ROSEVILLE-SPARKS—EASTWARD)	
111.21	East of Rocklin	Antelope Creek Bridge ... Side
114.20	East of Rocklin	Tunnel No. 15 ... Side and overhead
114.70	East of Rocklin	Tunnel No. 16 ... Side and overhead
117.30	East of Rocklin	Tunnel No. 17 ... Side and overhead
120.50	East of Newcastle	Tunnel No. 18 ... Side and overhead
122.70	East of Newcastle	Tunnel No. 19 ... Side and overhead
123.10	East of Newcastle	Tunnel No. 20 ... Side and overhead
124.60	East of Nevada St., Auburn	Tunnel No. 21 ... Side and overhead
131.20	East of Bowman	Tunnel No. 22 ... Side and overhead
132.70	East of Bowman	Tunnel No. 23 ... Side and overhead
132.90	East of Bowman	Tunnel No. 24 ... Side and overhead
133.10	East of Bowman	Tunnel No. 25 ... Side and overhead
133.30	East of Bowman	Tunnel No. 26 ... Side and overhead
133.80	East of Bowman	Tunnel No. 27 ... Side and overhead
134.80	East of Applegate	Tunnel No. 28 ... Side and overhead
135.90	East of Applegate	Tunnel No. 29 ... Side and overhead
138.70	East of Applegate	Tunnel No. 30 ... Side and overhead
139.20	East of Applegate	Tunnel No. 31 ... Side and overhead
139.40	East of Applegate	Tunnel No. 32 ... Side and overhead
164.34	East of Midas	Tunnel No. 1 ... Side and overhead
176.60	East of Emigrant Gap	Tunnel No. 35 ... Side and overhead
176.90	East of Emigrant Gap	Tunnel No. 36 ... Side and overhead
177.80	Crystal Lake	Tunnel No. 37 ... Side and overhead
177.87 to 198.91	Crystal Lake to Andover	Snow sheds and signals in Snowsheds ... Side and overhead
180.50	East of Cisco	Tunnel No. 38 ... Side and overhead
180.70	East of Cisco	Tunnel No. 39 ... Overhead
185.30	East of Cisco	Tunnel No. 40 ... Side and overhead
193.30	East of Norden	Tunnel No. 41 ... Side and overhead
200.10	East of Eder	Tunnel No. 42 ... Side and overhead
179.39	East of Crystal Lake	Signal Bridge No. 1794 ... Overhead
180.38	East of Cisco	Signal Bridge No. 1804 ... Overhead
181.52	East of Cisco	Signal Bridge No. 1814 ... Overhead
182.38	East of Cisco	Signal Bridge No. 1824 ... Overhead
184.02	East of Cisco	Signal Bridge No. 1844 ... Overhead
188.03	East of Troy	Signal Bridge No. 1880 ... Overhead
189.88	East of Troy	Signal Bridge No. 1900 ... Overhead
191.75	Norden	Signal Bridge No. 1919 ... Overhead
199.38	East of Eder	Signal Bridge No. 1992 ... Overhead
201.28	East of Andover	Signal Bridge ... Overhead
207.55	East of Andover	Signal Bridge No. 2076 ... Overhead
209.12	East of Truckee	Signal Bridge No. 2096 ... Overhead
210.60	East of Truckee	Signal Bridge No. 2106 ... Side and overhead
212.63	East of Truckee	Signal Bridge No. 2124 ... Side and overhead
214.71	East of Truckee	Signal Bridge No. 2146 ... Side and overhead
218.05	East of Boca	Signal Bridge No. 2180 ... Side
220.03	East of Boca	Signal Bridge No. 2200 ... Side and overhead
221.88	East of Boca	Signal Bridge No. 2220 ... Side and overhead
230.12	East of Floriston	Signal Bridge No. 2300 ... Overhead
231.50	Verdi	Signal Bridge No. 2316 ... Side and overhead
237.02	Lawton	Signal Bridge No. 2370 ... Overhead
238.90	East of Lawton	Signal Bridge No. 2390 ... Side
	(SPARKS-ROSEVILLE—WESTWARD)	
238.90	West of Reno	Signal Bridge No. 2389 ... Side
231.50	Verdi	Signal Bridge No. 2317 ... Side and overhead
230.12	West of Verdi	Signal Bridge No. 2301 ... Overhead
229.65	West of Verdi	3rd Truckee River Crossing ... Side
221.88	West of Floriston	Signal Bridge No. 2219 ... Overhead
220.65	West of Floriston	1st Truckee River Crossing ... Side
220.03	West of Floriston	Signal Bridge No. 2201 ... Side
218.26	West of Floriston	Highway Bridge ... Overhead
218.05	West of Floriston	Signal Bridge No. 2181 ... Side
214.71	West of Boca	Signal Bridge No. 2147 ... Side and overhead
212.63	West of Boca	Signal Bridge No. 2125 ... Side and overhead
212.25	West of Boca	Highway Bridge ... Overhead
210.60	West of Boca	Signal Bridge No. 2107 ... Overhead
209.12	West of Boca	Signal Bridge No. 2109 ... Overhead
207.55	West of Truckee	Signal Bridge No. 2075 ... Overhead
200.22	Andover	Tunnel No. 13 ... Side and overhead
199.38	West of Andover	Signal Bridge No. 1993 ... Overhead
198.91 to 177.87	Andover to Crystal Lake	Snowsheds and signals in snowsheds ... Side and overhead
195.70	West of Eder	Tunnel No. 12 ... Side and overhead
195.20	West of Eder	Tunnel No. 11 ... Side and overhead
195.10	West of Eder	Tunnel No. 10 ... Side and overhead
194.90	West of Eder	Tunnel No. 9 ... Side and overhead
194.30	West of Eder	Tunnel No. 8 ... Side and overhead
194.25	West of Eder	Stone Wall ... Side
194.10	West of Eder	Tunnel No. 7 ... Side and overhead
193.70	West of Eder	Tunnel No. 6 ... Side and overhead
191.75	West of Norden	Signal Bridge ... Overhead
189.88	West of Norden	Signal Bridge No. 1901 ... Overhead
184.40	West of Troy	Signal Bridge No. 1841 ... Overhead
182.38	West of Troy	Signal Bridge No. 1823 ... Overhead
181.32	West of Troy	Signal Bridge No. 1813 ... Overhead
181.00	West of Troy	Tunnel No. 4 ... Side
180.70	West of Troy	Tunnel No. 3 ... Side and overhead
180.38	Cisco	Signal Bridge No. 1803 ... Overhead
179.39	West of Cisco	Signal Bridge No. 1795 ... Overhead
164.34	West of Blue Canon	Tunnel No. 1 ... Side and overhead
132.90 to 122.00	West of New England Mills to West of Auburn	Rock Cuts ... Side
127.86	Bowman	Highway Bridge ... Overhead
120.50	Newcastle	Tunnel No. 18 ... Side and overhead
111.21	East of Rocklin	Under Structure ... Side and overhead

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
On "R" St. Sacramento, between Front St. and Brighton	10
On Mather Field spur	10
On back tracks or engine leads to turntable, Sacramento	10
On tracks serving McClellan Field (Planehaven)	10
Through siding and turnout at Polk	20
Through crossovers Cisco, Eder, Andover, Boca	25
Verdi crossover	20
Westward through crossover Norden, from No. 2 to No. 1 Track	25
Through siding Norden	20

SPECIAL INSTRUCTIONS—ROSEVILLE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 7 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:		PASSENGER TRAINS 1	FREIGHT AND MIXED 2
EASTWARD, SACRAMENTO TO SPARKS:			
88.54 to 89.20		10	10
89.20 to 90.00		25	25
90.00 to 91.61		35	35
91.61 to 92.56 (interlocking and bridge)		25	25
92.56 to 93.00		50	50
93.00 to 102.50		79	60
102.50 to 103.15		35	35
103.15 to 106.08		45	45
106.08 to 106.74		15	15
106.74 to 108.12	No. 2 Track	35	35
108.12 to 113.00		70	60
113.00 to 142.20		50	50
142.20 to 193.00		30	30
193.00 to 208.00		30	25
208.00 to 211.70		45	45
211.70 to 224.00		40	40
224.00 to 241.63		45	45
★241.63 to 244.16	(Reno)	20	20
244.16 to 246.20		30	30
EASTWARD, POLK TO ELVAS:			
132.00 to 133.17		70	60
133.17 to 134.10		45	45
134.10 to 136.00		40	40
136.00 to 136.38 (wye to Roseville)		25	25
136.00 to 136.36 (wye to Sacramento)		20	20
EASTWARD, BRIGHTON TO PLACERVILLE:			
94.67 to 94.74		..	15
94.74 to 96.05		..	40
96.05 to 109.77		..	45
109.77 to 111.05		..	40
111.05 to 111.34		..	15
111.34 to 114.00		..	25
114.00 to 122.20		..	35
122.20 to 139.00		..	20
139.00 to 139.30		..	15
139.30 to 149.07		..	20
149.07 to 150.01		..	10
EASTWARD, FOLSOM JCT. TO FOLSOM		..	20
EASTWARD, CITRUS TO FAIR OAKS.		..	20
EASTWARD, SACRAMENTO TO ISLETON:			
89.59 to 90.50		..	20
90.50 to 114.50		..	35
114.50 to 122.09		..	25

TERRITORY MP MP Column:		PASSENGER TRAINS 1	FREIGHT AND MIXED 2
WESTWARD, SPARKS TO SACRAMENTO:			
246.20 to 244.16	No. 1 Track	30	30
★244.16 to 241.63	(Reno)	20	20
241.63 to 224.00		45	45
224.00 to 211.70		40	40
211.70 to 208.00		45	45
208.00 to 194.00		30	30
194.00 to 115.13		30	25
115.13 to 113.98		40	40
113.98 to 113.26		55	55
113.26 to 111.27		70	60
111.27 to 111.03		40	40
111.03 to 108.12		70	60
108.12 to 106.74		35	30
106.74 to 106.08		15	15
106.08 to 102.50		45	45
102.50 to 93.00		79	60
93.00 to 92.56		50	50
92.56 to 91.61 (bridge and interlocking)		25	25
91.61 to 90.00		35	35
90.00 to 89.15		25	25
89.15 to 88.54		10	10
WESTWARD, ELVAS TO POLK:			
136.38 to 135.99 (wye from Roseville)		25	25
★★136.36 to 135.99 (wye from Sacaramento)		20	20
135.99 to 134.10		40	40
134.10 to 132.00		70	60
WESTWARD, PLACERVILLE TO BRIGHTON:			
150.01 to 149.07		..	10
149.07 to 139.30		..	20
139.30 to 139.00		..	15
139.00 to 122.20		..	20
122.20 to 114.00		..	35
114.00 to 111.34		..	25
111.34 to 111.05		..	15
111.05 to 109.77		..	40
109.77 to 96.05		..	45
96.05 to 94.74		..	40
94.74 to 94.67		..	15
WESTWARD, FOLSOM TO FOLSOM JCT		..	20
WESTWARD, FAIR OAKS TO CITRUS		..	20
WESTWARD, ISLETON TO SACRAMENTO:			
122.09 to 114.50		..	25
114.50 to 90.50		..	35
90.50 to 89.59		..	20

★Regulated by City Ordinance. ★★ICC Regulation.

Light engines may operate at Column 1 speeds not exceeding 70 MPH, except on descending grades when dynamic brakes are not operating light engines must not exceed Column 2 speeds.

Freight trains must not exceed 20 MPH (westward) from MP 192.10 (Norden) to MP 113.26 (Loomis) and (eastward) from MP 192.00 (Norden) to MP 209.10 (Truckee) when retaining valves required in accordance with Air Brake Rule 17.

Engine, flanger and caboose only may operate at speeds shown in Column 1, except maximum speed must not exceed 45 MPH on tangent track and 35 MPH on curves, and between Colfax and Truckee, may operate at 35 MPH.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) except where specifically restricted to Column 2 speeds, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or
2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
70	60	100	54
75	59	105	53
80	58	110	52
85	57	115	51
90	56	120	50
95	55		

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the preceding conditions:

Eastward	Westward
MP 93.00 to MP 102.50	MP 113.26 to MP 111.27
MP 108.12 to MP 113.00	MP 111.03 to MP 108.12
	MP 102.50 to MP 93.00

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	POLK TO ROSEVILLE SACRAMENTO TO ROSEVILLE	ROSEVILLE TO POLK ROSEVILLE TO SACRAMENTO	ROSEVILLE TO COLFAX—VIA NO. 2 TRACK	COLFAX TO SPARKS —VIA NO. 2 TRACK	ROSEVILLE TO COLFAX—VIA NO. 1 TRACK	SPARKS TO TRUCKEE	TRUCKEE TO SUMMIT	SUMMIT TO TRUCKEE SUMMIT TO ROSEVILLE
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	3225	3225	925	550	550	1375	700	8000
DP-5, 6, 8 to 11, 13	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	3275	3275	950	575	575	1400	725	8000
DS-200 to 205	1900 to 1903	675	1225	375	175	175	525	250	6000
DS-1 to 8	1000 to 1032	1100	2000	525	250	250	800	350	6000
DS-500 to 506	5100 to 5120	1200	2175	625	350	350	950	425	6000
DS-9 to 12	1033 to 1090	1850	3250	925	475	475	1350	650	6000
DS-113, 117, 120 to 122	1486 to 1491, 5129 to 1538, 1568 to 1596	2525	4150	1125	600	600	1650	775	6000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2300	3725	1000	550	525	1475	700	6000
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1950	3400	950	500	500	1400	675	6000
DS-600 to 604	4600 to 4623, 4700 to 4703	2100	3825	1100	600	600	1600	750	6000
DS-605, 606	4624 to 4633	2375	4300	1200	650	650	1775	850	6000
DS-607	4636 to 4645	2350	4275	1250	675	675	1800	875	6000
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	2950	4675	1225	675	675	1800	900	8000
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	4050	6000	1550	875	850	2225	1150	8000
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	4100	5925	1500	850	825	2200	1125	8000
DF-621	7400 to 7407	4600	6875	1525	850	850	2225	1125	8000
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	3675	6025	1650	900	900	2400	1200	8000
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	4175	5975	1550	850	875	2225	1175	8000
DF-100	5200 to 5202	3950	5900	1525	825	850	2225	1150	8000
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	4075	6400	1750	975	1000	2600	1300	8000
DF-109, 111	4903 to 4905, 5250 to 5252	4200	6600	1750	975	975	2600	1300	8000
DF-618	7300 to 7309	4775	6675	1600	925	900	2350	1250	8000
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	5475	7975	1800	1025	1025	2600	1375	10000
DF-617, 620	7200 to 7237	5175	8075	1700	975	950	2475	1300	8000
DF-127	7000 to 7020	5175	8075	1925	1075	1075	2800	1425	8000
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	5600	8325	1975	1100	1100	2875	1450	8000
DF-800, 801	9000 to 9002, 9003 to 9017	6250	9825	2100	1200	1225	3050	1625	12000
DF-500, 501	4800 to 4815	6925	11525	2300	1275	1300	3350	1725	10000
DF-623, 625, 626	7408 to 7460, 7700 to 7727, 7728 to 7784	5075	7825	1675	950	950	2450	1300	10000
DF-802	9018 to 9020	7875	11800	2650	1500	1550	3850	2050	12000
DF-700	8400 to 8402	10550	15800	3375	1950	1950	4850	2625	12000
DF-701	8500 to 8502	11100	16625	3800	2200	2200	5450	2975	12000

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—ROSEVILLE SUBDIVISION

RATINGS OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	PLACERVILLE TO FOLSOM	FOLSOM TO PLACERVILLE	BRIGHTON & FOLSOM	SACRAMENTO & ISLETON
DS-200 to 205	1900 to 1903	350	250	800	700
DS-1 to 8	1000 to 1032	525	350	1375	1750
DS-500 to 506	5100 to 5120	625	400	1500	2150
DS-9 to 12	1033 to 1090	925	625	2475	8000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1125	750	3750	8475
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1000	675	3475	8500
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	950	650	2675	8625
DS-600 to 604	4600 to 4623, 4700 to 4703	1100	750	2975	10025
DS-605, 606	4624 to 4633	1200	825	3725	11125
DS-607	4636 to 4645	1250	850	3300	11525
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	1225	825	4500	11575
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	1575	1025	5900	13950
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	1525	1000	5775	14175
DF-621	7400 to 7407	1575	1025	7200	14175
DF-114, 116, 117, 118	5279 to 5193, 5308 to 5335	1650	1125	5775	14525
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	1575	1025	6000	14800
DF-100	5200 to 5202	1550	1050	5925	15050
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	1750	1200	6025	15550
DF-109, 111	4903 to 4905, 5250 to 5252	*1750	*1200	*6250	15650
DF-618	7300 to 7309	1650	1100	6850	15700
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	1900	1200	7950	16150
DF-617, 620	7200 to 7237	1775	1175	8025	16325
DF-127	7000 to 7020	1925	1300	8025	16325
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	1975	1325	8275	16850
DF-800, 801	9000 to 9002, 9003 to 9017	*2225	*1425	*9775	19875
DF-500, 501	4800 to 4815	*2350	*1575	*11475	23350
DF-623	7408 to 7464	1750	1150	8000	8000
DF-802	9018 to 9020	*2850	*1800	*12050	12050
DF-700	8400 to 8402	*3775	*2325	*16150	16150
DF-701	8500 to 8502	*4250	*2600	*16975	16975

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

***Unless authorized by Superintendent, engine will not be permitted to operate.**

RULE 4-B. WPRR timetable bulletins will be posted at Carlin, Wendel, Sparks and Imlay.

RULE 10-J. Speed signs to right of track with one track intervening:

Westward	Reading
MP 343.91	79–60
MP 417.44	79–60

Speed signs located to left of track in direction of movement:

Westward	Reading	Eastward	Reading
MP 244.91	20	MP 240.93	20
MP 247.89	30	MP 244.16	30
MP 248.64	70–50	MP 247.14	70–60
MP 249.36	70–60	MP 248.61	35
MP 265.56	60		

RULE 14. Tule: WPRR westward trains must sound whistle signal o — —, when passing sign reading "WP whistle" located at MP 425.10.

RULE 16(e) Carlin and Sparks: Rule 16(e) is cancelled.

RULE 16(k). Carlin and Sparks: When standing, apply or release air brakes.

RULE 20. Sections of WPRR schedules required to display signals will display green flags in addition to green lights.

RULE 82-A. Extra trains originating at Hazen and operating between Hazen and Fallon will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Hazen and are authorized to operate as extra trains between Hazen and Fallon without obtaining a clearance at Hazen or Fallon.

Unless otherwise provided, eastward trains must not leave Winnemucca without obtaining WPRR clearance and train orders, if any, which will apply on WPRR from Weso to Carlin.

RULE 83. Extra trains originating at Hazen enroute Fallon, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Hazen must also be entered in column captioned "Signals."

An extra train enroute Fallon from Hazen must not leave Hazen until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Hazen accordingly.

RULE 83-A. At the following stations only trains indicated will register:

Winnemucca	Eastward first-class trains.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Carlin	Westward WPRR first-class trains.
Winnemucca	Eastward first-class trains.

Train-order operator Winnemucca will telephone such registrations to WPRR train-order operator at WPRR Winnemucca who will enter on WPRR train register and repeat registration for verification.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
241.63	Sparks	247.60
	Hazen (Mina Branch)	289.47
	(Fallon Branch)	289.23
	Fernley (Wendel Line)	277.50
356.00	Wendel	360.08
415.36	Mina	418.00
533.40	Carlin	536.46

Carlin: Eastward trains via Southern Pacific portion of paired track must not pass stop sign located at Mile Post 533.75 unless orally authorized or proceed signal received.

Sparks: When trains are to be crossed over westward main track, yardmen must not give proceed signal to engineer until trains moving on westward main track have stopped or crossover switches are lined for movement.

Movement from engine leads must not foul eastward main track except on proceed signal from yardman.

Yardmen at Sparks must use green flag by day and green light by night in giving proceed signals to trains for movement on yard tracks and when making moves of any kind with road engines.

RULE D-97-A will apply:

Between Sparks and beginning of CTC Vista.

From Carlin to Weso and between Rose Creek and beginning CTC Perth.

On both main tracks between MP 336.5, Flanigan and interlocking limits MP 337.9.

RULE 99-A. Flag protection to the rear of Trains 21 and 22 is not required when these trains are standing at designated servicing facility, Sparks, until outbound crew assumes duty.

RULE 99-C. Will apply on Mina and Fallon Branches.

RULE 103-A. Automatic crossing gates:

At the following stations there are crossings protected by gates which are not actuated when trains are stopping at station to receive or discharge traffic until train starts to move toward crossing, and speed of 10 MPH must not be exceeded until gates are down:

Station	Location	Direction	MP
Reno	Sierra St.	Westward	242.80
Reno	Virginia St.	Westward	243.00
Reno	Center St.	Westward	243.10

Locations at which train must stop to avoid unnecessary operation of crossing gates while receiving or discharging traffic:

Station	Location	Direction
Reno	60 ft. east of Center St.	Westward
Reno	230 ft. east of Virginia St.	Westward
Reno	60 ft. east of Virginia St.	Westward
Winnemucca	200 ft. west of Bridge St.	Eastward

Lovelock: Eastward passenger trains making station stop will stop with rear of train clear of 8th Street crossing.

Winnemucca: Passenger trains making station stop must stop with train clear of Bridge St. crossing.

Westward freight trains stopping to perform switching must leave train east of Bridge St. crossing or in siding, so as not to block crossing while engine is being attached or detached.

Eastward trains stopping on main track or siding at Winnemucca must stop 200 feet west of Bridge St. Markers on south side of tracks.

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

Battle Mountain: Freight trains stopping to perform switching must leave train east of main road crossing to avoid blocking crossing when engine is coupled to train.

RULE 104. The normal position of rigid siwtches at end of double track and junctions is as follows:

Fernley (Wendel Line)	For controlled siding.
Hazen (Mina Branch)	For controlled siding.
Hazen (Fallon Branch)	For Mina Branch.
Wendel	For Alturas Subdivision of the Portland Division.

RULE 107. Station train indicator provided in approach to following station:

Westward

Reno (On signal bridge with Signal 2437)

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.

CLEAR—Indicator in service.

When neither TRAIN nor CLEAR is illuminated, indicator is out of service and prompt report must be made to chief train dispatcher.

RULE D-151. Double track operation established on both main tracks between MP 336.50. Flanigan and Flanigan interlocking limits MP 337.70. These two main tracks designated as eastward main track and westward main track.

RULE 204. WPRR train orders and clearances will be issued at SP train order office Wendel, and will apply to those who are to execute them on WPRR tracks between Flanigan and Weso.

RULE 206. Second paragraph will not apply to WPRR engines between Carlin and Weso.

RULE D-251 will apply as follows:

On both tracks between Sparks and beginning of CTC Vista.

On both tracks from end of CTC Perth to Rose Creek.

On both main tracks between MP 336.50, Flanigan and interlocking limits, MP 337.70.

RULE 292. Carlin: Eastward SP trains or engines moving from west detour to Carlin Yard must not pass light unit mounted on mast at MP 534.10 on west detour unless flashing white light is displayed or proceed signal is received from yardman or orally authorized to proceed.

When flashing white light is displayed, trains and engines may proceed at restricted speed on route lined without stopping.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA"; interlocking signals are listed as "I" or "P-SA".

Eastward Signal	Protection	Westward Signal
	Spring switch, end double track Vista	P-SA
P-2508 P-A	Rock slide fence, MP 252.47	P-A P-A P-A
P-A P-A	Rock slide fence, MP 254.52	P-2553
P-2554 P-A	Rock Slide fence, MP 256.59	P-A P-A P-A
P-A	Collision detector, roadway underpass, MP 275.36	P-A P-A
	Spring switch end double track, Rose Creek	P-SA
P-I	Spring switch west end siding, Winnemucca	
	Spring switch east end siding, Winnemucca	P-I
	Rock slide fence, MP 517.50-MP 518.10	P-5181
	Rock slide fence, MP 524.38	P-5255
	Rock slide fence, MP 527.00-MP 527.57	P-5277
	Rock slide fence, MP 530.54-MP 530.57	P-5315
	Rock slide fence, MP 530.65-MP 530.73	P-5315
P-SA P-SA	Spring switch, west end double track Flanigan	
	Spring switch, east end double track Flanigan	P-3379
	Spring switch, SPCo and WPRR connection	P-I P-I
P-I	High water detector Bridge MP 345.68 between Herlong and Stacy	P-I

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sparks: Eastward freight trains must stop before passing Signal 2452 unless proceed signal received from yardman or orally authorized. If proceed signal received from yardman or orally authorized and signal displays stop indication, movement may be made as prescribed by Rules 507(b), 509(d) or 513.

Signal 2468 governs movement of eastward trains from yard tracks. This signal is normally dark until switches are lined for crossover movement. If proceed signal received from yardman or orally authorized and signal displays stop indication, train may proceed in accordance with Rule 513.

Westward freight trains, except Advance FMS, FMS Adv. WCM or WCM, must stop before passing Signal 2467 unless proceed signal received from yardman or orally authorized. If proceed signal received from yardman or orally authorized, and signal displays stop indication, movement may be made as prescribed by Rules 507(b), 509(d) or 513.

Carlin: Signal 5345 governs movement of westward trains from yard tracks and is normally dark until switches are lined for crossover movement. If proceed signal received from yardman or orally authorized, and signal displays stop indication, train may proceed in accordance with Rule 513.

Flanigan: Automatic block signals on both main tracks between MP 336.50 and interlocking limits MP 337.80 govern movements with designated current of traffic only.

Two unit westward interlocking signal west end double track MP 336.50 governs movements as follows:

Top unit—via WPRR main track.

*Bottom unit—Across WPRR main track via SP.

*Unit equipped with letter type indicator for display of letter "S" which must be illuminated for movements via SP across WPRR main track. When letter "S" is illuminated, crews of SP trains operating via SP will hand throw spring switch at east end of WPRR connection for movement across WPRR main track and when spring switch properly lined, bottom unit will display proceed indication.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Vista	End double track	Westward track
Rose Creek	End double track	Westward track
Winnemucca	East end siding	Main track
Winnemucca	West end siding	Main track
Weso	West switch, west cross-over between SP and WPRR main tracks	WPRR main track
Flanigan	East end double track, MP 337.90	Westward track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*Lovelock	West end westward siding	Westward track
*Lovelock	East end eastward siding	Eastward track
*Rye Patch	East end middle siding	Eastward track
*Cosgrave	East end middle siding	Eastward track
Weso	East switch, east crossover between WPRR and SP main tracks	WPRR main track
*Mote	West end siding (Push buttons in box on relay case north of signal)	Main track
*Mosel	West end siding (Push buttons in box on relay case south of signal)	Main track
Flanigan	West end double track, MP 336.50	Eastward track
Flanigan	East end WPRR conn. MP 336.50	WPRR main track

*Equipped with switch point indicator.

Sparks: Spring switches equipped with switch point indicators are located as follows:

East end of Tracks 21 and 22.
West end of Tracks 21 and 23.

RULE 605. INTERLOCKING

Wendel-Flanigan: Limits extend between eastward signal east end double track MP 337.90, Flanigan and westward signal MP 357.20, Wendel, and is under control of signal operator Wendel.

Flanigan: Limits extend between westward interlocking signals end of double track, MP 336.50 to WPRR signal, MP 384.35 and to SP eastward signal MP 336.20.

WPRR end of WPRR connection on WPRR is dual control switch.

Route selection of trains over WPRR crossing and via WPRR main track are under control of WPRR train dispatcher.

When trains are stopped by signals governing use of interlocking and no WPRR train can be seen approaching or moving through the interlocking, member of crew must consult with WPRR train dispatcher by telephone located at the crossing.

When instructed by WPRR train dispatcher to use emergency release for movement over WPRR crossing, operate push button in iron box at crossing.

After push button is operated, red indicator light when displayed indicates time release is in operation. After time interval has elapsed yellow indicator light should be displayed, indicating signals on intersecting line display stop indication, and train may then proceed in accordance with Rule 663(c).

If yellow light is not displayed, train may proceed only after providing necessary protection on intersecting track as required by Rule 663(c).

Instructions for operating push button release posted inside of box at crossing.

Winnemucca: Limits extend between eastward signals located at end of double track Rose Creek, MP 406.50 and Weso, MP 420.75.

When automatic block signals within these limits display stop indication, train after stopping may proceed at restricted speed

Trains required to enter siding must not pass interlocking signal in advance of spring switch until switch has been lined for siding. Telephones located at interlocking signals.

Weso: Limits extend between eastward signal on SP track, MP 420.75 and eastward signal on WPRR track, MP 535.80 to westward signals on SP track, MP 421.00 and westward signal on WPRR track, MP 536.00 and is under the control of WPRR train dispatcher at Elko.

East switch of west crossover and west switch of east crossover are dual control switches. When necessary to hand throw these switches permission must be obtained from WPRR train dispatcher, except when movement is made under the provisions of Rule 663(c), and be governed by Rules 771 and 772. Telephones located at interlocking signals.

West switch of west crossover equipped with an electric switch lock. Permission must be obtained from WPRR train dispatcher before movement is made through crossovers from WPRR main track to SP main track and be governed by Rule 663(b).

When interlocking signals display stop indication and cannot be cleared by WPRR train dispatcher, movement, except westward movement to WPRR track, may be made under the provisions of Rule 663(b), except if unable to contact WPRR train dispatcher and it can be seen there is no train closely approaching the route to be used, movement may be made as prescribed by Rule 663(c). When movement is made under the provisions of Rule 663(c), a member of crew must examine switches to see that points are in proper position for movement, and on dual control switches that selector lever is placed in "hand" position until movement over switch has been completed. After movement has been completed dual control switches must be restored to "motor" position and locked.

When interlocking signals display stop indication, westward movement to WPRR track may only be made as prescribed by WPRR Rule 509(a).

Westward inferior WPRR trains must arrive Weso sufficiently in advance of superior WPRR trains to avoid delaying them between Weso and Winnemucca.

Letter "A" has been added to westward home signal at Weso. Letter "A" applies to WPRR only.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
W	7-ft. mast MP 241.69	Reno	Eastward trains must stop west of Keystone Street, MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started moving.
S	3428	West end eastward siding Lovelock	Enter eastward siding and remain until letter "M" displayed.
M	3429	West end westward siding Lovelock	**Enter main track and proceed as prescribed by Rule D-251.
M	3442	East end eastward siding Lovelock	**Enter main track and proceed as prescribed by Rule D-251.
S	3449	East end westward siding Lovelock	Enter westward siding and remain until letter "M" displayed.
S	3642	Rye Patch	*Enter siding and remain until letter "M" is displayed.
M	3-ft. mast	West end siding Rye Patch	**Enter main track and proceed as prescribed by Rule D-251.
M	3660	Rye Patch	**Enter main track and proceed as prescribed by Rule D-251.

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
S	3663	Rye Patch	*Enter siding and remain until letter "M" is displayed.
S	3958	Cosgrave	*Enter siding and remain until letter "M" is displayed.
M	3-ft. mast	West end siding Cosgrave	**Enter main track and proceed as prescribed by Rule D-251.
M	3978	East end siding Cosgrave	**Enter main track and proceed as prescribed by Rule D-251.
S	3977	Cosgrave	*Enter siding and remain until letter "M" is displayed.
S	P-I	Winnemucca eastward	Enter siding.
S	P-I	Winnemucca westward	Enter siding.
S	Signal 5091	East end siding Beowawe	Enter siding and remain until letter "M" is displayed.
T	4399	Preble	Call train dispatcher from first telephone.
M	7-ft. mast	West end siding** Beowawe	Enter main track and proceed.

When illuminated Letter "S" is displayed on Signal 5091, Signal 5091 will display red aspect and Signal 5107 will display yellow aspect.

W	4653	Mote*	Westward trains must stop and not proceed until indicator is extinguished. *When westward train finds Signal 4653 displaying stop indication and W letter type indicator not illuminated, member of train crew must contact train dispatcher before proceeding.

*When necessary to use siding and Letter "S" is not displayed, permission must first be obtained from train dispatcher.

**Display of Letter "M" for trains does not relieve conductors and engineers of compliance with Rule 513.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	2945	Massie	A signal west end Massie
W	2979	Massie	
H on mast MP-299		Upsal	A signal east end Upsal
W	2956	Upsal	
H	3223	Ocala	A signal west end Ocala
W	3255		
H	3256	Toy	A signal east end Toy
W	3224	Toy	
H	4243	Tule	West end Tule
W	4293	Tule	
H	5091	Beowawe	West switch Beowawe
W	5133	Beowawe	
H	4631	Valmy	Signal 4605 west of Valmy

When letter H is illuminated, train must be stopped before reaching location of readout and member of crew must open hot bearing detector box. When letter W is illuminated train must stop and not proceed until indicator is extinguished. Telephone located near letter W.

Refer to Rule 705 All Subdivisions.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 249.27 Vista to MP 340.26 Perth.

GENERAL REGULATIONS

RULE 812. Be governed by current timetables, bulletins and rules of WPRR, on WPRR track between Weso and Carlin.

SP trains and engines are authorized to operate over WPRR tracks between WPRR MP 384.38, Flanigan and WPRR MP 535.94, Weso and existing WPRR paired track connection Weso subject to WPRR rules Operating Department, timetable and special instructions, and timetable bulletins.

RULE 824. Loaded cars must not be switched at Thorne unless air brakes are cut in and in service on all cars.

RULE 825. Not less than five hand brakes must be set on east end of freight trains or cars in Sparks yard. Hand brakes will not be set if outgoing crew takes charge of train on arrival and if inbound crew is advised by yardmaster that engine is not to be detached.

RULE 872. Enginemen taking charge of road engines at Sparks and Carlin will consider engines as having been amply supplied with fuel, water and sand.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of road engines at Sparks diesel facilities will consider that condensation has been drained from reservoirs, and from moisture and dirt collectors; that sanders are operating properly; and that there are no flat spots on wheels.

Retaining valves need not be turned up on freight and mixed trains Reservation to Schurz except if tonnage is in excess of 6500 tons with dynamic brakes on four power plants operative, or if tonnage is in excess of 5000 tons with dynamic brakes on three power plants operative, or if tonnage is in excess of 3000 tons with dynamic brakes on two power plants operative, or if less than two power plants in operation, one retaining valve will be turned up for each 100 tons in train.

If at any time in engineer's judgment, retaining valves are required on any train, stop will be made and retaining valves turned up in accordance with his directions.

RULE 24-B. Sparks: When crew is changed but train consist remains intact, incoming engineer after completing stop will make a full service brake application leaving brakes applied. Outgoing engineer will release brakes and proceed without making prescribed test.

FREIGHT TRAINS

RULE 25. Will apply to eastward trains at Reservation when retaining valves are being used.

MISCELLANEOUS

To reduce hazard incident to blasting operations of Nevada Barth, Inc., radio transmitter must not be used between Mile Post 523 and Mile Post 517, between the hours of 6:30 AM and 4:00 PM, daily.

Do not exceed 3 MPH while operating over Nevada Barth Company track scales at Barth.

Dragging and/or derailed equipment detectors and indicators in service at following locations:

MP	Location
479.65	East of Battle Mountain
498.60	East of Mosel
513.20	East of Beowawe

The indicators, applying to trains in both directions, are mounted on post opposite the detectors. Normal indication dark. When indicator is activated, blue indicator lights will be displayed in both directions and when illuminated, engineman or trainman will immediately take action to stop train and make inspection of train and track. If there is no dragging equipment, derailment, or track disturbance, or if cause for display of indication is detected and condition is detected, cut-out switch located in lower part of case at indicator will be opened and report made to train dispatcher. Should approaching train observe blue indication, train must be stopped, cutout switch opened, and report made to dispatchers. Telephone located at each detector.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Luning—Over coal pit on industry track.
All except DS class	Reno—All industry tracks north of eastward main track between Park St. and WPRR interchange.

Load limit (car and contents):

Sparks-Carlin	263,000 pounds
Fernley-Wendel	263,000 pounds
Hazen-Fallon	199,000 pounds
Hazen-Mina	260,000 pounds

Enterprise Selective Type hopper cars (100 ton capacity), Series SP 463000 through 463499:

Load limit (car and contents):

Wabuska-Hazen	263,000 pounds
Hazen-Sparks	263,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF STOCK YARDS

Station	Capacity in cars
Sparks	25 (Water)
Fallon	149 (Water)
Wabuska	28 (Water)
Lovelock	109 (Water)
Winnemucca	49 (Water)
Golconda	46 (Water)
Iron Point	68
Mote	91
Battle Mountain	16 (Water)
Argenta	52
Beowawe	21 (Water)
Palisade	13
Carlin	55 (Water)

SP and WPRR eastward trains will use WPRR track from Weso to Carlin being governed by WPRR rules, timetable, special instructions and timetable bulletins.

SP and WPRR westward trains will use SP track from Carlin to Weso being governed by SP rules, timetable, special instructions and timetable bulletins.

Current of traffic on SP track from Carlin to Weso is westward and trains will operate under SP rules applicable to double track.

Movements against the current of traffic on SP track must not be made except under flag protection or as authorized by train order.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Impaired clearance in toe path exists on north side of house tracks Sparks where industry has cement unloading facility.

MP	Location	Description	
249.84	Vista	Truckee River bridge No. 5	Overhead & side
250.99	Vista	Truckee River bridge No. 6	Overhead & side
258.07	Patrick	Truckee River bridge No. 7	Overhead & side
262.51	Clark	Truckee River bridge No. 8	Overhead & side
269.44		Truckee River bridge No. 13	Overhead & side
299.87	Wadsworth	Truckee River bridge No. 1	Side
295.05		Government canal bridge	Side
302.08	Fallon	Carson River bridge	Side
302.50	Fallon	Government canal bridge	Side
436.16	Golconda	Humboldt River bridge No. 2	Overhead & side
441.53	Preble	Humboldt River bridge No. 3	Overhead & side
518.91	Barth	Humboldt River bridge No. 6	Side
519.68	Barth	Humboldt River bridge No. 8	Overhead & side
522.07		Humboldt River bridge No. 12	Overhead & side
523.25		WPRR crossing	Overhead
523.34		Humboldt River bridge No. 14	Overhead & side
525.15	Palisade	Humboldt River bridge No. 15	Side
525.20	Palisade	Tunnel No. 1	Overhead & side
525.42	Palisade	Humboldt River bridge No. 16	Side

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 7 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
EASTWARD, SPARKS TO WESO:		
246.20 to 247.14	30	30
247.14 to 249.36	70	60
249.36 to 249.40 (spring switch)	35	35
249.40 to 252.06	70	60
252.06 to 253.80	60	60
253.80 to 256.72	70	60
256.72 to 262.34	79	60
262.34 to 264.81	60	60
264.81 to 270.85	70	60
270.85 to 273.76	60	60
273.76 to 274.12	55	55
274.12 to 340.16	79	60
340.16 to 340.23 (through turnout)	60	60
340.23 to 343.91	79	60
343.91 to 344.80	40	40
344.80 to 388.13	79	60
388.13 to 388.35	70	60
388.35 to 405.77	79	60
405.77 to 406.52	79	55
406.52 to 406.54 (spring switch)	35	35
406.54 to 417.44	79	60
★417.44 to 417.46 (Winnemucca)	45	45
417.46 to 420.12	79	60
420.12 to 420.87	79	45
420.87 to WP 535.97 (through crossover to WPRR)	25	25

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
WESTWARD, CARLIN TO SPARKS:		
534.80 to 533.90	25	25
533.90 to 530.51	60	60
530.51 to 528.00	79	60
528.00 to 525.86	45	45
525.86 to 517.90	55	50
517.90 to 500.91	79	60
500.91 to 500.31	65	60
500.31 to 475.96	79	60
475.96 to 475.80	60	60
475.80 to 443.84	79	60
443.84 to 442.60	75	60
442.60 to 434.28	79	60
434.28 to 433.89	70	60
433.89 to 428.62	79	60
428.62 to 424.74	60	60
424.74 to 422.29	79	60
422.29 to 421.86	70	60
421.86 to 417.46	79	60
★417.46 to 417.44 (Winnemucca)	45	45
417.44 to 344.80	79	60
344.80 to 343.91	40	40
343.91 to 340.23	79	60
340.23 to 340.16 (through turnout)	60	60
340.16 to 274.12	79	60
274.12 to 273.76	55	55
273.76 to 270.85	60	60
270.85 to 264.81	70	60
264.81 to 262.34	60	60
262.34 to 256.72	79	60
256.72 to 253.80	70	60
253.80 to 252.06	60	60
252.06 to 249.40	70	60
249.40 to 249.36 (spring switch)	50	50
249.36 to 247.89	70	60
247.89 to 247.14	70	50
247.14 to 246.20	30	30

★Regulated by City Ordinance.

Light engines may operate at Column 1 speeds not exceeding 70 MPH, except on descending grades when dynamic brakes are not operating light engines must not exceed Column 2 speeds.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution NOT Exceeding MPH
Through yard and other tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On any wye	10

SPEED RESTRICTIONS ON SIDINGS AND CROSSOVERS

Location	Speed	Location	Speed
Hafed	20	Lovelock-North	15
Patrick	20	Lovelock-South	15
Clark	20	Rye Patch	10
Thisbe	25	Imlay	15
Fernley	20	Cosgrave	10
Darwin	25	Winnemucca	25
Hazen	20	Preble (Crossover)	20
Massie	20	Iron Point	20
Upsal	25	Mote	20
Parran	25	Battle Mountain	20
Ocala	25	Mosel	20
Toy	25	Beowawe	20
Granite Point	25		

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or,

2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 7 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2	MP MP Column:	1	2
EASTWARD, FERNLEY TO WENDEL:			WESTWARD, WENDEL TO FERNLEY:		
275.86 to 275.92 (junction switch)	15	15	358.70 to 357.27	15	15
275.92 to 276.83	30	30	357.27 to 346.00	50	50
276.83 to 286.43	35	35	346.00 to 337.26	60	60
286.43 to 288.23	30	30	337.26 to 336.51	40	40
288.23 to 305.72	35	35	336.51 to 336.39 (Flanigan)	20	20
305.72 to 306.26	30	30	336.39 to 321.41	35	35
			321.41 to 320.28	30	30
306.26 to 320.28	35	35	320.28 to 306.26	35	35
320.28 to 321.41	30	30	306.26 to 305.72	30	30
321.41 to 336.39	35	35	305.72 to 288.23	35	35
336.39 to 336.51 (Flanigan)	20	20	288.23 to 286.43	30	30
336.51 to 337.93 (E. B. Main)	20	20	286.43 to 276.83	35	35
337.93 to 346.00	60	60	276.83 to 275.92 (junction switch)	30	30
346.00 to 356.52	50	50	275.92 to 275.86 (jct. switch & crossover)	15	15
356.52 to 357.27	30	30			
357.27 to 358.70	15	15			
①EASTWARD, HAZEN TO MINA:			①WESTWARD, MINA TO HAZEN:		
288.35 to 298.46	25	25	417.00 to 383.00	25	25
298.46 to 299.90	35	35	383.00 to 371.08	20	20
299.90 to 310.35	25	25	371.08 to 369.83	25	25
310.35 to 312.70	35	35	369.83 to 361.50	20	20
312.70 to 316.40	25	25	361.50 to 357.50	35	35
316.40 to 349.67	20	20	357.50 to 349.76	20	20
349.67 to 349.76	15	15	349.76 to 349.67	15	15
349.76 to 357.50	20	20	349.67 to 316.40	20	20
357.50 to 361.50	35	35	316.40 to 312.70	25	25
361.50 to 369.83	20	20	312.70 to 310.35	35	35
369.83 to 371.08	25	25	310.35 to 299.90	25	25
371.08 to 383.00	20	20	299.90 to 298.46	35	35
383.00 to 417.00	25	25	298.46 to 288.35	25	25
①EASTWARD, HAZEN TO FALLON:			①WESTWARD, FALLON TO HAZEN:		
288.35 to 303.90	25	25	303.90 to 288.35	25	25

①DF-1 to 11 class engines must not exceed 25 MPH and DF-12 class engines must not exceed 20 MPH between Hazen and Mina, and Hazen and Fallon.

Light engines may operate at Column 1 speeds not exceeding 70 MPH, except on descending grades when dynamic brakes are not operating light engines must not exceed Column 2 speeds.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers and turnouts	10

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	SPARKS TO LOVELOCK	LOVELOCK TO RYE PATCH	RYE PATCH TO CARLIN	CARLIN TO IMLAY	IMLAY TO SPARKS
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	4700	3250	3425	4700	3250
DP-5, 6, 8 to 11, 13	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	4775	3300	3425	4775	3300
DS-200 to 205	1900 to 1903	1625	1025	1125	1125	1125
DS-1 to 8	1000 to 1032	2500	1525	1750	1725	1725
DS-500 to 506	5100 to 5120	2800	1725	1975	1925	1925
DS-9 to 12	1033 to 1090	4050	2550	2925	2900	2850
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	5150	3175	3550	3600	3475
DS-110, 114, 118	1422 to 1463, 1492 to 1513, 1539 to 1550	4675	2800	3150	3200	3075
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	4300	2675	3025	3000	2950
DS-600 to 604	4600 to 4623, 4700 to 4703	4750	3050	3425	3425	3400
DS-605, 606	4624 to 4633	5325	3375	3800	3750	3750
DS-607	4636 to 4645	5175	3400	3850	3800	3750
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	5800	3550	3925	4100	3725
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	7125	4575	4975	5200	4600
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	7075	4400	4800	5250	4550
DF-621	7400 to 7407	7825	4500	5250	6175	4600
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	8025	4825	5100	5250	5000
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	8175	4575	4975	5200	4600
DF-100	5200 to 5202	8300	4450	4875	5100	4600
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	8575	5175	5450	5525	5350
DF-109, 111	4903 to 4905, 5250 to 5252	8625	5200	5525	5625	5375
DF-618	7300 to 7309	8650	4925	5325	5925	4900
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	8900	5475	6200	7650	5425
DF-617, 620	7200 to 7237	9000	5175	5600	6125	5150
DF-127	7000 to 7020	9000	5775	6000	6200	5800
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	9300	5900	6100	6450	5950
DF-800, 801	9000 to 9002, 9003 to 9017	10950	6300	7400	8000	6175
DF-500, 501	4800 to 4815	12875	6900	8700	9400	6925
DF-623, 625, 626	7408 to 7460, 7700 to 7727, 7728 to 7784	8100	5100	5850	7000	5100
DF-802	9018 to 9020	12200	7925	8800	10550	7850
DF-700	8400 to 8402	16350	10625	11800	14125	10525
DF-701	8500 to 8502	17200	11175	12400	14850	11050

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	HAZEN & WABUSKA	WABUSKA & MINA	HAZEN & FALLON	FERNLY & FLANIGAN
DS-200 to 205	1900 to 1903	550	350	1225	600
DS-1 to 8	1000 to 1032	800	525	2025	950
DS-500 to 506	5100 to 5120	950	600	2225	1075
DS-9 to 12	1033 to 1090	1350	925	3300	1575
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1650	1150	4075	1900
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1475	1025	3675	1700
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1400	975	3450	1650
DS-600 to 604	4600 to 4623, 4700 to 4703	1600	1100	3750	1825
DS-605, 606	4624 to 4633	1775	1250	4325	2050
DS-607	4636 to 4645	1800	1225	4350	2050
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	1800	1325	4550	2075
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5895, 200 to 249, 400 to 458	2225	1725	5900	2575
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	2200	1700	5725	2500
DF-621	7400 to 7407	2225	1750	6700	2575
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2400	1725	6050	2750
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	2225	1725	5950	2550
DF-100	5200 to 5202	2225	1700	5750	2550
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	2600	1850	6350	3000
DF-109, 111	4903 to 4905, 5250 to 5252	2600	1850	*6525	3000
DF-618	7300 to 7309	2350	1875	6450	2700
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	2625	2125	7775	3050
DF-617, 620	7200 to 7237	2500	1950	6750	2875
DF-127	7000 to 7020	2800	2050	7050	3250
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	2875	2100	7175	3300
DF-800, 801	9000 to 9002, 9003 to 9017	3050	2475	*8450	3600
DF-500, 501	4800 to 4815	3350	2575	*9925	3875
DF-623	7408 to 7464	2450	1975	7425	2850
DF-802	9018 to 9020	3875	3150	*11200	4525
DF-700	8400 to 8402	4950	4750	*15000	5775
DF-701	8500 to 8502	5575	7975	*15775	6575

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

*Unless authorized by Superintendent, engine will not be permitted to operate.

RULE 10-I. Rule 10-I may be applied Alazon to Carlin without issuance of Form Y train orders. Trains and engines operating Alazon to Carlin must proceed prepared to respect yellow "Proceed Prepared to Stop" signs and red "Conditional Stop" signs displayed in accordance with this rule, and when so displayed such trains may proceed only as prescribed by this rule.

RULE 10-J. Speed sign to right of track with one track intervening:

Westward	Reading
MP 607.10	79–60

Speed signs to left of track in direction of movement:

Westward	Reading	Eastward	Reading
MP 753.25	30–20 Trestle	MP 616.25	50
MP 753.25	Thru Turnout 20		
MP 641.59	79–60		

Speed signs duplicated to left of track:

Westward	Reading	Eastward	Reading
MP 753.25	60	MP 616.84	60
MP 739.70	79–60	MP 738.95	60
		MP 738.95	30–20

RULE 14. Carlin: Westward—Approaching east end yard:

SP freight trains, o — o,
WPRR trains, — o.

RULE 16(e). Ogden and Carlin: Rule 16(e) is cancelled.

RULE 16(k). Ogden and Carlin: When standing, apply or release air brakes.

RULE 20. Sections of WPRR schedules required to display signals will display green flags in addition to green lights.

RULE 82-A. Eastward SP regular trains authorized on WPRR are also authorized to assume corresponding schedule or section of schedule at Alazon without obtaining SP clearance.

Eastward trains may be authorized to assume timetable schedule at Wells, by clearance OKed by Chief Train Dispatcher, without train order authority.

WPRR regular trains authorized on WPRR are also authorized to assume corresponding schedule or section of schedule at Alazon without obtaining SP clearance.

WPRR trains originating at WPRR Elko must obtain SP slearance "Ok'd" by SP chief train dispatcher.

RULE 83. Conductor of westward freight trains at Ogden will notify train dispatcher through operator at 21st St. when their train is ready to leave, but will not depart until permission received from train dispatcher, and from yardmaster or his representative.

Work extras on SP track must not leave Elko until it has been ascertained that regular trains have arrived or left.

RULE 83-A. At the following stations only the trains indicated will register:

Elko	Westward first-class trains.

Engineers on light engines terminating at Ogden, will register at Engine Crew Dispatcher's office instead of "YD" telegraph office.

Train register for this purpose is located in Engine Crew Dispatcher's office, Ogden.

RULE 83-B. At open train-order offices train may register by ticket as follows:

Carlin	Westward WPRR first-class trains,
Elko	Westward first-class trains.

Operator at Elko will telephone registrations to WPRR operator at Elko, who will enter on train register.

RULE 85. A section of a schedule must not pass nor run ahead of another section of the same schedule between Alazon and Carlin without first changing indicators and signals, if any, with the section to be passed.

RULE 86. Engines using main track within yard limits Elko must clear the time of first-class trains.

RULE 93. Yard limits within which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
533.40	Carlin	536.46
554.02	Elko	557.92
780.21	Ogden	

RULE D-97-A applies:

Between Alazon and Moor.

Between Valley Pass and Lucin and between Bridge and Ogden.

From Alazon to Carlin, except for engines using main track within Elko yard limits.

RULE 103-A. Wells: Eastward trains occupying track No. 2 will cut crossing from a point at least 5 car lengths west of main crossing just west of station to allow passengers to pass between station and passenger train.

Elko: Trains stopping to perform switching must leave train to clear all street crossings.

RULE 204. Westward WPRR trains of the Ogden or Sparks Subdivisions, with the same conductor and engineer operating through Carlin, may be issued train orders on one subdivision that affect their movement on the other or both subdivisions.

When train orders are issued at Carlin which affect movement of SP trains east of Alazon, train-order operator must deliver such train orders with a clearance OK'd by SP chief train dispatcher.

RULE 206. Second paragraph will not apply to WPRR engines between Alazon and Carlin.

RULE 220. Third paragraph will apply to westward WPRR first-class trains at SP Elko.

RULE 221. Elko is a train-order office only for train originating.

RULE D-251 will apply as follows:

On both tracks between Alazon and Moor, between Valley Pass and Lucin and between Bridge and Ogden.

From Alazon to Carlin, except for engines using main track within Elko yard limits.

RULE 292. Carlin: Westward freight trains or engines must not pass Signal 5359 unless flashing white light is displayed or proceed signal is received from yardman or orally authorized to proceed. Telephone located in shanty at east end of yard.

When Signal 5359 displays stop indication and flashing white light is displayed, such trains and engines may proceed without stopping on main track or diverging route at restricted speed.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as P-A or P-SA:

Eastward Signal	Protection	Westward Signal
	Rock slide fence over east portal Tunnel 2	P-5401
	Rock slide fence MP 541.08	P-5415
	Rock slide fence, east portal Tunnel 3	P-5673
	High water detector, Culvert 589.33	P-5915
	High water detector, Culvert 591.15	P-5915
	Spring switch east end crossover, Moor	P-SA
	Spring switch east end eastward siding, Moor	P-A

Eastward Signal	Protection	Westward Signal
P-A	Spring switch west end westward siding, Valley Pass	
P-SA	Spring switch west end crossover east end, Valley Pass	
	High water detector Culvert MP 672.14 westward track	P-6733
	High water detector Culvert MP 677.32 westward track	P-6775
	High water detector Culvert MP 679.33 westward track	P-SA P-SA P-A
P-6780	High water detector Culvert MP 679.33 eastward track	
	Spring switch east end eastward siding, Lucin	P-A
P-A	Dragging equipment detector, Lakeside	
*P-7428	Fill slide detector (No. 1 track) MP 743.25	P-A P-A
P-A	Dragging equipment detector Tresend (No. 1 track)	P-A
P-7550	Dragging equipment detector Bridge	P-A

*Member of crew must flag length of block.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

East Carlin: Detour extends from east ice house lead on SP to East Carlin on WPRR.

Eastward SP freight trains and other trains when so directed, also engines moving between WPRR and SP yards will use East Carlin and/or West Carlin detours.

West Elko: Detour extends from WPRR yard to West Elko on SP main track.

Junction switch is a spring switch and normal position is for SP main track.

Westward WPRR trains leaving yard via detour must enter approach circuit to indicate that such trains are ready to depart, and must not foul SP main track until letter "M" is displayed, or authority received from SP train dispatcher.

When Signal 5545 on SP main track displays stop indication, westward trains on SP main track after stopping and obtaining train dispatcher's permission may proceed under the provisions of Rule 509(d), provided it can be seen that there is no train or engine closely approaching west end of detour to enter SP main track.

Elko: East detour extends from SP siding to WPRR freight yard.

Montello: When Signal 6621 displays stop indication, permission must be obtained from train dispatcher before applying Rule 509(d).

When "S" indicator is lighted on Signal 6639 for westward trains, Signals 6639 and 6657 will display approach aspect, covered by Rule 285.

When "S" indicator is lighted on Signal 6602 for eastward trains, Signal 6602 will display approach aspect, covered by Rule 285.

Saline: When Signal 7549 displays stop indication train dispatcher's permission must be obtained before applying Rule 509(d).

RULE 509. Elko: When westward Signal 5565 displays stop indication, westward Southern Pacific freight trains must stop clear of Fourteenth Street crossing, and not proceed until signal displays proceed indication or it can be ascertained the block is not occupied by a preceding train or engine. Telephone installed in booth east of Fourteenth Street on north side of track.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Moor	East end crossover	Main track
Moor	East end eastward siding	Main track
Valley Pass	West end westward siding	Main track
Valley Pass	West end crossover	Main track
Lucin	East end eastward siding	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*West Elko	West end WP detour	Main track
*Halleck	West end siding	Westward track
*Alazon	West switch of crossover between SP and WPRR main tracks	SP main track
*Wells	East end siding	Eastward track
*Montello	East end track No. 1	Eastward track
*Montello	West end track No. 4	Westward track
Lucin	West end westward siding	Westward track
*Little Mountain	West end siding	Westward track
*Little Mountain	East end siding	Eastward track

*Equipped with switch-point indicator.

RULE 605. INTERLOCKING

Alazon: Limits extend from SA signal at MP 713.60 on WPRR main track and home signal on SP main track MP 603.50 to signals at MP 713.90 on WPRR main track and SA signals at MP 603.80 on SP eastward and westward main tracks. Interlocking signals are under the control of signal operator at Wells.

Dual control switches within interlocking limits are under control of signal operator at Wells. When necessary to handthrow these switches permission must be obtained from signal operator, except when movement is made under the provisions of Rule 663(c) and be governed by Rules 771 and 772. Telephones located at interlocking signals.

West switch of crossover between SP and WPRR main tracks is a spring switch and normal position is for SP main track.

When interlocking signals display stop indication and cannot be cleared by signal operator, movement may only be made as prescribed by Rule 663(b), except if unable to contact signal operator and it can be seen there is no train closely approaching the route to be used, movement may be made as prescribed by Rule 663(c). When moving under the provisions of Rule 663(c), a member of crew must examine switches to see that points are in proper position for movement and on dual control switches that selector is placed in "hand" position until movement has been completed over switch. After movement has been completed dual control switch must be restored to "motor" position and locked.

Letter "A" has been added to eastward home signal at Alazon. Letter "A" applies to WPRR only.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorized and requires movement as follows:
M	5543	WPRR connection West Elko	Enter main track and proceed as prescribed by Rule D-251.
M	5565	Elko	Indicator applies to WPRR freight trains only. WPRR freight trains proceed on main track. If letter "M" is not displayed, WPRR freight trains enter SP siding and proceed through crossover to WPRR freight yard.

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
T	5743	Elburz	Call train dispatcher from first telephone.
M	5765	West end siding Halleck	Enter main track and proceed as prescribed by Rule D-251.
S	5787	Halleck	Enter siding at Halleck and remain in siding until letter "M" is displayed.
M	7-ft. mast	West end siding Deeth	Enter main track and proceed as prescribed by Rule D-251.
S	5915	Deeth	Enter siding at Deeth and remain in siding until letter "M" is displayed.
S	6052	Wells	Enter eastward siding and remain until letter "M" is displayed.
M	6080	Eastward siding Wells	Enter main track and proceed
S	6095	Wells	Enter westward siding and remain in siding until letter "M" is displayed.
M	7-ft. mast	West end westward siding Wells	Enter main track and proceed as prescribed by Rule D-251.
S	6602	Montello	Enter track No. 1 and remain until letter "M" is displayed.
M	6628	East end track No.1 Montello	Enter main track and proceed as prescribed by Rule D-251.
S	6639	Montello	Enter track No. 4 and remain until letter "M" is displayed.
M	6623	West end track No. 4 Montello	Enter main track and proceed as prescribed by Rule D-251.
S	7652	Little Mtn.	Enter siding Little Mtn. and remain in siding until letter "M" is displayed.
M	7676	East end siding Little Mtn.	Enter main track and proceed as prescribed by Rule D-251.
S	7695	Little Mtn.	Enter siding Little Mtn. and remain in siding until letter "M" is displayed.
M	7667	West end siding Little Mtn.	Enter main track and proceed as prescribed by Rule D-251.

Display of letter "M" at West Elko, Halleck, Deeth, Wells, or Little Mountain, does not relieve conductors or engineers of compliance with Rule 513.

When letter "M" is displayed on Signal 6628 or Signal 6623 at Montello and signal displays stop indication, train may proceed under the provisions of Rule 509(d) after first complying with Rule 513.

Track No. 1 at Montello is for use by eastward trains only and when necessary for westward trains to use track No. 1 permission must first be obtained from the train dispatcher.

When necessary to use siding at Little Mountain and letter "S" is not displayed, permission must first be obtained from train dispatcher.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	6432	Cobre	MP 644.8
H	6780	Lucin	A signal west end Lucin
W	6758	*Lucin	
H	MP 754.2	Bridge	A signal MP 752.1 Bridge
H	7129	Groome	A signal west end Groome
W	7179	Groome	
H	7180	Hogup	A signal east end Hogup
W	7154	Hogup	

When letter H is illuminated train must be stopped before reaching location of readout and member of crew must open hot bearing detector box.

When letter W is illuminated train must stop and not proceed until indicator is extinguished. Telephone is located near location of letter W.

*When eastward train finds Signal 6758 displaying STOP indication and "W" letter type indicator not illuminated, member of train crew must contact train dispatcher before proceeding.

Refer to Rule 705, All Subdivisions.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from end of double track at Moor to end of double track at Valley Pass and from west end eastward siding at Lucin to end of double track at Bridge.

Bottom unit of eastward three unit absolute signal located at end of double track Moor, MP 616.20 and bottom unit of westward three unit absolute signal located at end of double track Valley Pass, MP 641.60, govern movement on siding and will display lunar aspect only. When lunar aspect is displayed in this unit, train may proceed into siding at restricted speed without stopping, expecting to find siding occupied by a preceding train.

At Lucin trains moving against current of traffic finding absolute signal at west end westward siding displaying stop indication must obtain train dispatcher's permission to enter block and must ascertain that spring switch is properly lined.

Reverse movement after trailing through spring switch east end eastward siding Lucin must not be made until train dispatcher's permission obtained and it is known that switch points have moved to proper position.

On double track between Lakeside and Tresend, train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks.

Automatic and absolute signals between Tresend and Saline (No. 2 Track) equipped with triangular plate bearing the letter "P" are connected with dragging equipment detectors, and when stopped by these signals train dispatcher must be notified. After examination of train for dragging equipment by trainmen, signal may then be cleared by operating push button in box on relay shelter marked to correspond with direction of movement.

Absolute signal located south of No. 2 Track, MP 752.4, governs eastward trains only.

Absolute signal located north of No. 2 Track (off trestle), MP 752.4, governs eastward trains on No. 2 Track only.

Two unit absolute dwarf signal installed north of No. 2 Track, MP 752.5, governs westward trains. Top unit governs movement of westward trains to fill on No. 2 Track. Bottom unit governs movement of westward trains to trestle on No. 2 Track.

Push buttons for clearing absolute signals actuated by dragging equipment detectors located on CTC house south of switch from eastward main Track to No. 2 Track at MP 752.50.

GENERAL REGULATIONS

RULE 812. Be governed by current timetable, bulletins and rules of WPRR, on WPRR track between Carlin and Alazon.

RULE 827. When retaining valves are used Valley Pass to Montello, stop for heat radiation and inspection need not be made when dynamic brakes on three or more power plants are operative if in judgment of engineer and conductor there is no indication of wheels over-heating. With dynamic brakes operative on less than three power plants 10 minute stop and inspection will be made at MP 654.00.

Members of crew making temporary repairs to hot bearings will be held personally responsible for control of burning waste to preclude possibility of starting fire on Salt Lake trestle.

RULE 872. Enginemen taking charge of engines at Ogden and Carlin will consider engines as having been amply supplied with fuel, water and sand.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of road engine at Ogden diesel facility will consider that condensation has been drained from reservoirs, and from moisture and dirt collectors; that sanders are operating properly; and that there are no flat spots on wheels.

RULE 17. Retaining valves will be used on freight and mixed trains on descending grades Moor to Wells and Valley Pass to Montello as follows:

Four dynamic brakes in operation with over 7000 tons, 40 retaining valves on head end of train.

Three dynamic brakes in operation with over 5500 tons but not more than 6700 tons, 20 retaining valves on head end of train; and with over 6700 tons, 70 retaining valves on head end of train.

Two dynamic brakes in operation with over 3000 tons, one retaining valve for each 75 tons in train;

With less than two dynamic brakes in operation, one retaining valve for each 75 tons in train.

All retaining valves will be used on passenger trains on descending grades Moor to Wells and Valley Pass to Montello as follows:

Trains of 3000 tons or less, when less than two air compressors are operative.

Trains of more than 3000 tons, freight train rules will apply.

If at any time in engineer's judgment retaining valves are required on any train, stop will be made and retaining valves turned up in accordance with his directions.

FREIGHT TRAINS

RULE 25. Will apply to eastward trains at Valley Pass and to westward trains at Moor when retaining valves are being used, except when cars are to be set out or picked up at Cobre eastward trains may pass Valley Pass without stopping for air brake test provided test is made at Cobre.

To avoid additional stops at stations indicated above, trains may make inspection, air brake test and turn up retaining valves when stops are made at the following stations:

Westward—Holborn or Moor.
Eastward—Moor, Holborn, Pequop or Valley Pass.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Lucin—Beyond engine restriction signs on South Spur.
"	Elko—Vogeler Whse. spur over track scale.

Load Limit (car and contents):

Carlin-Ogden	263,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

Flashing light temperature indicators installed at Signals 6186 and 6381. When flashing on the approach of a train, these will indicate that the temperature is below 32 degrees.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Carlin	55 (Water)
Moleen	127
Elko	79 (Water)
Osino	18 (Water)
Halleck	54
Deeth	40 (Water)
Wells	27 (Water)
Tecoma	74
Lucin	17 (Water)
Hogup (sheep only)	8
Lakeside	16

29. SP and WPRR eastward trains will use WPRR track from Carlin to Alazon being governed by WPRR rules, timetable, special instructions and timetable bulletins.

SP and WPRR westward trains will use SP track from Alazon to Carlin being governed by SP rules, timetable, special instructions and timetable bulletins.

Current of traffic on SP track from Alazon to Carlin is westward and trains will operate under SP rules applicable to double track.

Movements against the current of traffic on SP track must not be made except under flag protection or as authorized by train order.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location		Description
538.23	Vivian	Humboldt River bridge No. 17	Overhead & side
539.54	Vivian	Tunnel No. 2	Overhead & side
539.94	Vivian	Humboldt River bridge No. 20	Overhead & side
540.89	Vivian	Humboldt River bridge No. 21	Overhead & side
541.16	Vivian	Humboldt River bridge No. 22	Overhead & side
542.45	Vivian	Humboldt River bridge No. 24	Overhead & side
566.55	Ryndon	Tunnel No. 3	Overhead & side
567.19	Ryndon	Humboldt River bridge No. 25	Overhead & side
569.85	Ryndon	Humboldt River bridge No. 27	Overhead & side
570.36	Ryndon	Humboldt River bridge No. 28	Overhead & side
778.51		Weber River bridge No. 2	Side
Salt Lake Trestle (between Bridge and Tresend)			Side

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 7 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
EASTWARD, ALAZON TO OGDEN:		
WP 713.67 to 603.75 (through turnout)...	25	25
603.75 to 607.10	79	60
607.10 to 608.63	50	50
608.63 to 616.23	40	40
616.23 to 616.25 (through crossover)	25	25
616.25 to 616.84	50	50
616.84 to 635.77	60	60
635.77 to 640.79	79	60
640.79 to 645.02	70	60
645.02 to 653.04	55	45
653.04 to 658.04	60	45
658.04 to 660.00	70	50
660.00 to 672.00	79	60
672.00 to 674.00	79	50
674.00 to 679.51	79	60
679.51 to 679.56 (through turnout)	60	60
679.56 to 752.05	79	60
Lakeside and Tresend, through crossovers, ends of double track	35	35
752.05 to 752.12 (through turnout)	60	60
752.12 to 756.88	79	60
756.88 to 757.68	70	60
757.68 to 779.46	79	60
779.46 to 780.21	79	40
780.21 to 780.58 (OUR&D Limits)	30	15

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
WESTWARD, OGDEN TO CARLIN:		
780.21 to 757.68	79	60
757.68 to 756.88	70	60
756.88 to 752.12	79	60
752.12 to 752.05 (through turnout)	60	60
752.05 to 679.56	79	60
679.56 to 679.51 (through turnout)	60	60
679.51 to 673.70	79	60
Tresend and Lakeside, through crossovers, ends of double track	35	35
673.70 to 672.12	65	60
672.12 to 658.04	79	60
658.04 to 655.83	60	60
655.83 to 652.50	50	50
652.50 to 649.67	45	45
649.67 to 646.56	50	50
646.56 to 645.02	40	40
645.02 to 641.54	70	60
641.54 to 641.51 (through crossover)	25	25
641.51 to 635.77	79	60
635.77 to 616.84	60	60
616.84 to 607.10	50	45
607.10 to 568.69	79	60
568.69 to 567.18	65	60
567.18 to 557.35	79	60
557.35 to 556.60	79	50
556.60 to 555.95	30	30
555.95 to 542.47	79	60
542.47 to 541.39	60	60
541.39 to 536.70	79	60
536.70 to 535.95	79	50
535.95 to 534.80	25	25

*No. 2 Track (Great Salt Lake Trestle).

*Through east crossover Tresend	20	20
*739.70 to 752.49	20	20
*★★752.49 to 756.88	79	60

*753.67 to 753.62 (through crossover)	25	25
753.62 to 752.50	79	60
*★★752 50 to 739.70	20	20
*Through east crossover Tresend	20	20

★★All trains must not exceed speed of 20 MPH through turnout from eastward main track at MP 752.49.

Light engines may operate at Column 1 speeds not exceeding 70 MPH, except on descending grades when dynamic brakes are not operating light engines must not exceed Column 2 speeds.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through yard and other tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On any wye	10

Speed Restrictions on Sidings and Crossovers

Location	Speed	Location	Speed
Elko	15	Pigeon	25
Elburz (Crossover)	15	Jackson	25
Halleck	20	Lemay	25
Deeth	20	Groome	25
Wells	15	Hogup	25
Moor	25	Strongknob	25
Moor (Crossover)	25	Lakeside	20
Holborn	25	Lakeside (Crossover)	35
Pequop	25	Tresend (East Crossover)	20
Valley Pass	25	Tresend (West Crossover)	35
Valley Pass (Crossover)	25	Midlake (Track No. 1)	25
Loray (Crossover)	20	Bridge (East Crossover)	25
Lucin-North	25	Bridge (West Crossover)	25
Lucin-South	15	Little Mountain	10

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or,

2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50

EXCEPT:

(A) Between MP 641.54 and MP 616.84 maximum speed of westward freight trains must not exceed 60 MPH.

(B) Between MP 603.75 and MP 645.02 maximum speed of eastward freight trains must not exceed 60 MPH.

(C) Between MP 645.02 and MP 658.04 (Cobre and Montello) eastbound, all freight trains must not exceed speeds displayed on speed signs and current timetable bulletins.

(D) Between MP 752.17 and MP 739.70 on No. 2 track (between Tresend and Bridge), maximum speed of eastward and westward trains must not exceed 20 MPH.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	WELLS TO MOOR	MONTELLO TO VALLEY PASS	OGDEN TO LUCIN HOLBRON TO PEQUOP MOOR TO HOLBRON	LUCIN TO MONTELLO	PEQUOP TO CARLIN PEQUOP TO MONTELLO MONTELLO TO OGDEN CARLIN TO WELLS	VALLEY PASS TO MOOR
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	1000	1000	3250	2300	4700	
DP-5, 6, 8 to 11, 13	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	1025	1025	3300	2350	4775	
DS-200 to 205	1900 to 1903	350	400	1350	900	1350	1125
DS-1 to 8	1000 to 1032	525	575	2400	1350	①2400	1725
DS-500 to 506	5100 to 5120	600	675	2650	1550	2650	1925
DS-9 to 12	1033 to 1900	900	1000	8000	2250	8000	2850
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1100	1200	8475	2725	8475	3475
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	975	1075	8500	2425	8500	3075
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	950	1000	8625	2350	②8625	2950
DS-600 to 604	4600 to 4623, 4700 to 4703	1050	1175	10025	2625	10025	3400
DS-605, 606	4624 to 4633	1175	1300	11125	2950	11125	3750
DS-607	4636 to 4645	1200	1300	11525	3000	11525	3750
DF-1 to 15 (62/15 gear ratio)	6138 to 6470, 8022 to 8305	1250	1300	11575	2950	11575	3725
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5985, 200 to 249, 400 to 458	1550	1650	13950	3675	13950	4650
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	1500	1575	14175	3550	14175	4550
DF-621	7400 to 7407	1525	1650	14175	3650	14175	4800
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	1625	1750	14525	3925	14525	5000
DF-14 (61/16 gear ratio)	600 to 637, 700 to 725	1550	1650	14800	3675	14800	4650
DF-100	5200 to 5202	1525	1625	15050	3650	15050	4600
DF-101, 103 to 107, 110, 112	5203 to 5212, 5213 to 5248, 4901 to 4902, 5253 to 5278	1725	1875	15550	4250	15550	5300
DF-109, 111	4903 to 4905, 5250 to 5252	1750	1900	15650	4275	15650	5400
DF-618	7300 to 7309	1650	1725	15700	3850	15700	4950
DF-619, 622, 624	7500 to 7505, 7506 to 7527, 7528 to 7567	1850	1950	16150	4200	16150	5675
DF-617, 620	7200 to 7237	1750	1850	16325	4075	16325	5250
DF-127	7000 to 7020	1900	2050	16325	4575	16325	5775
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	1950	2100	16850	4700	16850	5850
DF-800, 801	9000 to 9002, 9003 to 9017	2150	2250	19875	4875	19875	6650
DF-500, 501	4800 to 4815	2300	2475	23350	5450	23350	7025
DF-623, 625, 626	7408 to 7460, 7700 to 7727, 7728 to 7784	1725	1825	7975	3975	7975	5275
DF-802	9018 to 9020	2725	2850	12025	6175	12025	7950
DF-700	8400 to 8402	3500	3700	16125	8275	16125	10625
DF-701	8500 to 8502	3950	4175	16950	8700	16950	11200

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

①Rating Pequop to Carlin 2250.

②Rating Pequop to Carlin 3400.

SACRAMENTO DIVISION TIMETABLE No. 4, OCTOBER 31, 1965

OGDEN SUBDIVISION

EASTWARD FIRST CLASS					Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES		Station Number	Distance from Ogden	WESTWARD FIRST CLASS				
			22 Mail	102 City of San Francisco						17 West Pac. California Zephyr	21 Mail	101 City of San Francisco		
			Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily		
			PM 12.55	AM 3.05	534.5	Yd. Lmts. TO-R **CARLIN (WP Conn.)** BKWDTP	Automatic Block Signal System	13614	248.6	AM 1.53	PM s 12.20	PM s 11.05		
					537.5	**VIVIAN** P		13617	245.6	1.47	12.11 PM	10.55		
					554.3	**WEST ELKO (WP Conn.)** P	Yd. Lmts.	. . .	228.8					
			s 1.20 1.25	s 3.28 3.30	556.2	66 TO-R **ELKO** P		13635	226.9	1.30 s 1.25	s 11.54 AM	s 10.37		
					576.7	150 **HALLECK** P		13656	206.4	1.07	11.26			
					589.6	109 **DEETH** P		13669	193.5	12.57	11.16			
					591.1	**WPRR Connection** P		13670	192.0					
			2.20	4.21	603.6	**ALAZON (WP Conn.)** IP	DT	13252	179.5	12.45 AM	11.05	9.48		
			s 2.35	f 4.26	607.5	W-99 TO **WELLS** KWYP		13256	175.6		s 11.00	f 9.43		
					616.4	E-134 **MOOR** P	CTC	13265	166.7					
					624.6	188 **HOLBORN** P		13273	159.0					
					632.5	192 **PEQUOP** P		13280	151.3					
					640.6	W-192 **VALLEY PASS** P	Double Track	13289	142.5					
					644.8	**COBRE** P		13293	138.3					
			s 3.45		661.9	E-183 W-144 **MONTELLO** WP		13310	121.2		s 9.30			
					669.3	**TECOMA** P		13317	114.8					
					679.8	E-116 W-158 **LUCIN** P		13328	102.5		s 9.05			
					685.1	191 **PIGEON** P	Centralized Traffic Control	13333	97.2					
					693.7	191 **JACKSON** P		13342	88.6					
					702.1	191 **LEMAY** P		13351	80.2					
					711.1	191 **GROOME** P		13360	71.2					
					720.7	191 **HOGUP** P		13369	61.6					
					729.5	190 **STRONGKNOB** P		13379	52.8					
					734.6	**LAKESIDE** P		13383	47.7					
					739.7	**TRES END** P	No. 2 Track / No. 1 Track	13388	42.6					
					744.8	191 **MIDLAKE** P		13393	37.5					
					752.9	**BRIDGE** P		13401	29.4					
					755.2	**SALINE** P	Double Track	13404	27.1					
					767.2	M-127 **LITTLE MOUNTAIN** P		13416	15.1					
					776.3	**WEST WEBER** P		13425	6.0					
			s 6.15 PM	s 7.40 AM	782.3	Yd. Lmts. TO-R **OGDEN** BKWDTYP		13431	0.0		7.30 AM	6.50 PM		
			Arrive Daily	Arrive Daily		(247.8 **Eastward**) (248.6 **Westward**)				Leave Daily	Leave Daily	Leave Daily		
			22	102						17	21	101		

Time shown for eastward first class trains at Carlin and Elko for information only. See Western Pacific Railroad timetable for eastward train movements between Carlin and Alazon.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
..	P	544.7	Moleen	13624
48E	P	564.8	Osino...........(Spur)	13644
15E	P	568.4	Ryndon........(Spur)	13648
..	P	572.8	Elburz (W.P. Conn.) ...	13653
..	P	758.5	Promontory Pt.	13407